SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

COAST DIVISION

140

To Take Effect Sunday, April 7, 1935, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

A. T. MERCIER,
General Manager.

W. B. KIRKLAND,
Superintendent of Transportation.

L. U. MORRIS,
Assistant General Manager.

J. J. JORDAN,
Superintendent.

EASTWARD

San Francisco Subdivision.

FIRST CLASS

Time Table No. 140

April 7, 1935

Capacity of sidings and spurs in car lengths	32	176	126	36	124	170	120	168	166	164	162	114	112	244	34	72	110	108	38	Distance from San Francisco	STATIONS	
	Santa Cruz	Passenger	Passenger	Del Monte	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Daylight	Passenger	Passenger	Motor			
	Leave Daily EX. SUNDAY	Leave SUN.& HOLIDAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SATURDAY ONLY	Leave Daily	Leave SATURDAY ONLY	Leave SATURDAY ONLY	Leave SATURDAY ONLY	Leave SUN.& HOLIDAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily			
San Francisco Terminal Yard BKWOIT YP	4.00PM	3.30PM	3.15PM	3.05PM	2.15PM	1.35PM	1.15PM	1.00PM	12.30PM	12.15PM	11.15AM	11.00AM	9.30AM		8.05AM	8.00AM	7.00AM	6.00AM	12.15AM	0.0	TO-R SAN FRANCISCO	1.9
			f			f											f			1.9	23D STREET	1.2
P			f														f			3.1	14TH AVE.	1.0
			f							f										4.1	PAUL AVE.	1.1
BKWO ITP	4.09	3.39	3.24	3.14	f 2.24	1.44	f 1.24	1.09	12.39	s 12.25	f 11.24	f 11.10	f 9.39		f 8.14	8.09	s 7.10	f 6.09	f 12.24	5.2	BAYSHORE	1.3
P													f				f		f	6.5	VISITACION	0.4
KIP																				6.9	R VISITACION TOWER	1.7
													f		s		s	f		8.6	BUTLER ROAD	0.7
		f 3.45	s 3.30		s 2.30	s 1.49	s 1.30		s 12.45	s 12.31	s 11.30	s 11.16	s 9.46		s 8.20		s 7.17	s 6.16	s 12.31	9.3	SO. SAN FRANCISCO	1.1
Y																				10.4	TANFORAN WYE	0.6
P		f 3.48	s 3.34		f 2.33	s 1.52	s 1.34		f 12.48	f 12.35	f 11.33	s 11.20	s 9.50		s 8.24		s 7.20	s 6.20	s 12.34	11.0	SAN BRUNO	1.1
		f	f		f	f	f		f	f	f	f	f		f		f	f	f	12.1	LOMITA PARK	1.6
51 Center P		f	f		f	f	f		f	f	f	f	f		f		f	s	f	13.7	MILLBRAE	1.5
52 Spur P		s	s		s	s	s	s	s	s	s	s	s		s		s	s	s	15.2	BROADWAY	1.1
60 Spur P	s	s 3.57	s 3.44		s 2.43	s 2.03	s 1.45	s 1.25	s 12.58	s 12.46	s 11.43	s 11.31	s 10.00		s 8.36	s 8.22	s 7.31	s 6.35	s 12.44	16.3	BURLINGAME	1.6
91 Center WP	4.25	s 4.01	s 3.48	3.29	s 2.47	s 2.07	s 1.49	s 1.29	s 1.02	s 12.50	s 11.47	s 11.35	s 10.05		s 8.40		s 7.34	s 6.40	s 12.48	17.9	SAN MATEO	1.0
		f	f		f	f	f		f	f	f	f	f		f		f	f	f	18.9	LESLIE	1.1
31 Spur																				20.0	BAY MEADOWS	0.3
24 Spur		f	f						f		f	f	f		f		f	f	f	20.3	BERESFORD	1.6
28 Spur P		f	s		s	s	s		f	f	f	s	s		s		s	s	f	21.9	BELMONT	1.3
51 Center P		f 4.10	s 3.58		s 2.57	s 2.17	s 1.58		s 1.11	s 1.00	f 11.57AM	s 11.44	s 10.14		s 8.50		s 7.45	s 6.50	f 12.58	23.2	SAN CARLOS	2.2
Yard		s 4.14	s 4.02		s 3.01	s 2.21	s 2.02	s 1.39	s 1.15	s 1.04	s 12.01PM	s 11.48	s 10.18		s 8.54		s 7.49	s 6.57	s 1.02	25.4	REDWOOD CITY	0.8
WIYP	4.35	4.16	4.04	3.39	3.03	2.23	2.04	1.41	1.17	1.06	12.03	11.50	10.20		8.56	8.33	7.51	6.59	1.04	26.2	R REDWOOD JCT.	1.6
51 Center		f	f		f	f	f	s	f	f	f	f	f		f		f	f	f	27.8	ATHERTON	1.1
41 Spur P		f	s		s	s	s	s	s	s	f	s	s		s		s 7.57	s	f	28.9	MENLO PARK	1.2
51 Spur P		s 4.24	s 4.14		s 3.12	s 2.31	s 2.12	s 1.49	s 1.26	s 1.15	s 12.11	s 11.59AM	s 10.30		s 9.05	s 8.38	s 8.00	s 7.10	s 1.14	30.1	PALO ALTO	1.7
53 Center KWYP	s 4.43PM	s 4.27	s 4.17		s 3.15	s 2.35	s 2.15	s 1.53PM	s 1.30	s 1.19	s 12.15	s 12.03PM	s 10.34		s 9.09		s 8.03	s 7.13	f 1.17	31.8	R MAYFIELD	3.0
			f							f	f						f	f		34.8	CASTRO	1.3
51 Center P	Via Los Altos	s 4.33	s 4.24		s 3.21	s 2.41	s 2.21	Via Los Altos	s 1.36	s 1.26	s 12.21	s 12.11	s 10.41	Via Newark	s 9.15		s 8.09	s 7.20	f 1.23	36.1	MOUNTAIN VIEW	2.7
77 Spur P		s 4.37	s 4.29		s 3.25	s 2.46	s 2.26		s 1.41	s 1.31	s 12.26	s 12.16	s 10.46		s 9.20		s 8.14	s 7.24	f 1.28	38.8	SUNNYVALE	2.0
50 Center		f	f				f				f		f		f		f	f		40.8	LAWRENCE	3.5
San Jose Term. Yard KIP		s 4.44	s 4.38		s 3.38	s 2.55	s 2.33		s 1.48	s 1.38	s 12.33	s 12.23	s 10.54	9.45AM	s 9.31		s 8.23	s 7.38	f 1.35	44.3	R SANTA CLARA	0.9
KP																				45.2	SAN JOSE YARD	0.5
IP			f		f		f		f		f	f		f	f 9.35AM		f	f		45.7	R COLLEGE PARK	1.2
BKWY OITP		s 4.50PM	s 4.45PM	s 4.06PM	s 3.45PM	s 3.00PM	s 2.40PM		s 1.55PM	s 1.45PM	s 12.40PM	s 12.30PM	s 11.00AM	s 9.50AM	Via West San Jose	s 9.00AM	s 8.30AM	s 7.45AM	s 1.40AM	46.9	TO-R SAN JOSE	
	Arrive Daily EX. SUNDAY	Arrive SUN.& HOLIDAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SATURDAY ONLY	Arrive Daily	Arrive SATURDAY ONLY	Arrive SATURDAY ONLY	Arrive SATURDAY ONLY	Arrive SUN.& HOLIDAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily		(46.9)	
	(0.43) 44.37	(1.20) 35.18	(1.30) 31.27	(1.01) 46.13	(1.30) 31.27	(1.25) 33.11	(1.25) 33.11	(0.53) 36.00	(1.25) 33.11	(1.30) 31.27	(1.25) 33.11	(1.30) 31.27	(1.30) 31.27	(0.05) 31.20	(1.30) 30.47	(1.00) 46.90	(1.30) 31.27	(1.45) 26.80	(1.25) 33.11		..........Time over District ....Average Speed per Hour	

Automatic Block System

Double Track

HOLIDAYS INDICATED ARE:
New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

☞ **NOTE.— See pages 3, 4, 5 and 6 for additional trains between San Francisco and San Jose.**

Additional Stations
- Army St., MP 2.2
- Aqua (Spur) MP 12.9
- Howest (Spur) MP 16.8
- Romac (Spur) MP 19.7
- Pumork (Spur) MP 22.7

All flag stops at College Park for revenue passengers only.

Register and Standard Clock at Santa Clara located in interlocking tower.
Water supply Redwood Junction, located on Dumbarton line.

San Francisco - San Jose local passenger trains stop on flag at any station Sundays and Holidays, except Aqua, Howest, Romac and Pumork.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
36	San Mateo Palo Alto	Receive	Beyond San Jose		Daily
36	Burlingame Redwood City Palo Alto	To discharge passengers from San Francisco and receive passengers for points beyond San Jose.			Sundays and Holidays
32	Palo Alto	Receive	Any Station		Friday
32	Palo Alto	Receive or Discharge		Any Station	Saturday

Time Table No. 140

April 7, 1935

San Francisco Subdivision.

WESTWARD

FIRST CLASS

Automatic Block System

Double Track

STATIONS	Distance from San Jose	105	259	107	169	109	111	115	117	77	121	123	125	129	131	75	133	73	31	135	173
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Sunset Limited	Passenger	Passenger	Passenger	Passenger	Passenger	Lark	Passenger	Passenger	Santa Cruz	Passenger	Passenger
		Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN.& HOLIDAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN.& HOLIDAYS ONLY
TO-R SAN FRANCISCO 1.9	46.9	s 6.20AM		s 7.15AM	s 7.15AM	s 7.30AM	s 7.45AM	s 8.00AM	s 8.05AM	s 8.10AM	s 8.17AM	s 8.23AM	s 8.30AM	s 8.40AM	s 8.55AM	s 9.00AM	s 9.20AM		s 9.40AM	s 10.05AM	s 10.10AM
23D STREET 1.2	45.0	s		s		s	s	s													
14TH AVE. 1.0	43.8	s		s																	
PAUL AVE. 1.1	42.8						f														
BAYSHORE 1.3	41.7	s 6.07		s 7.03	f 7.05	s 7.18	s 7.33	s 7.49						8.31	8.45	8.50	9.11		9.31	f 9.56	f 10.01
VISITACION 0.4	40.4			f																	
R VISITACION TOWER 1.7	40.0																				
BUTLER ROAD 0.7	38.3			s			f														
SO. SAN FRANCISCO 1.1	37.6	s 6.01		s 6.54	s 6.59	s 7.12	s 7.27		s 7.50				s 8.15		s 8.39		s 9.05			s 9.50	s 9.55
TANFORAN WYE 0.6	36.5																				
SAN BRUNO 1.1	35.9	s 5.57		s 6.50	f 6.56	s 7.08	s 7.23	s 7.42 41						s 8.22	s 8.36		s 9.02			s 9.47	f 9.52
LOMITA PARK 1.6	34.8	s		s	f	f	s	s						s	s					s	f
MILLBRAE 1.5	33.2	s		s	f		s		s			s					s			f	f
BROADWAY 1.1	31.7	s		s	s	s	s	s	s		s 7.55		s 8.06 07	s	s		s			s	s
BURLINGAME 1.6	30.6	s 5.46		s 6.40	s 6.46	s 6.57	s 7.11	s 7.30	s 7.37	s 7.41			s 8.03 04	s 8.12	s 8.25	s 8.31	s 8.52			s 9.35	s 9.42
SAN MATEO 1.0	29.0	s 5.42		s 6.36	s 6.42	s 6.53	s 7.07	s 7.26	s 7.33				s 8 ~~7.59~~ 00	s 8.08	s 8.21		s 8.48		9.14	s 9.31	s 9.38
LESLIE 1.1	28.0	f 5.38		f	f	f	s		s 7.30				s 7.55 6		s					f	f
BAY MEADOWS 0.3	26.9																				
BERESFORD 1.6	26.6	f		f	f				f					f						f	f
BELMONT 1.3	25.0	s		s	f	s	s	s			s				s		s			s	f
SAN CARLOS 2.2	23.7	s 5.31		s 6.26	f 6.33	f 6.42	s 6.56	s 7.15	s 7.22					s 8.00	s 8.12		s 8.38			s 9.21	f 9.29
REDWOOD CITY 0.8	21.5	s 5.27		s 6.22	s 6.29	s 6.37	s 6.52	s 7.10	s 7.18			s 7.46		s 7.56	s 8.08		s 8.34			s 9.17	s 9.25
R REDWOOD JCT. 1.6	20.7	5.25		6.20	6.27	6.35	6.50	7.08	7.16	7.27	7.41	7.44	7.46AM 47	7.54	8.06	8.17	8.32		9.05	9.15	9.23
ATHERTON 1.1	19.1	f		f	f		s		s 7.13					s 7.51	s 8.03		f			s 9.12	f
MENLO PARK 1.2	18.0	s		s	f	s	s	s	s					s	s		s			s	f
PALO ALTO 1.7	16.8	s 5.16		s 6.12	s 6.20	s 6.27	s 6.41	s 7.00	s 7.07	s 7.22	s 7.35			s 7.45	s 7.57	s 8.12	s 8.23		s 8.58	s 9.06	s 9.15
R MAYFIELD 3.0	15.1	s 5.08		s 6.08	f 6.17	6.24	s 6.37		s 7.03		7.31	7.36AM		s 7.41	s 7.53		s 8.20		8.55AM	s 9.03	f 9.12
CASTRO 1.3	12.1								f												
MOUNTAIN VIEW 2.7	10.8	s 5.02	Via Newark	s 6.02	f	s 6.18	s 6.31	s 6.50	s 6.56		s 7.26	Via Los Altos		s 7.35	s 7.48		s 8.14	Via Newark	Via Los Altos	s 8.57	s 9.06
SUNNYVALE 2.0	8.1	f 4.58		s 5.57	f	s 6.13	f 6.27	s 6.45			s 7.21				s 7.43		s 8.09			s	f
LAWRENCE 3.5	6.1	f		f	f	f			f					f			f				
R SANTA CLARA 0.9	2.6	f 4.50	f 4.55AM	s 5.50	s 6.00	s 6.05	f 6.20	s 6.37	s 6.46					s 7.22	s 7.36		s 8.03	f 8.07AM		s 8.45	f 8.55
SAN JOSE YARD 0.5	1.7																				
R COLLEGE PARK 1.2	1.2	f	f	f		f		f						f	f					f	f
TO-R SAN JOSE	0.0	4.45AM	4.50AM	5.45AM	5.55AM	6.00AM	6.15AM	6.30AM 32	6.40AM	7.00AM	7.10AM			7.15AM	7.30AM	7.50AM	7.58AM	8.01AM		8.40AM	8.50AM
(46.9)		Leave Daily	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN.& HOLIDAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN.& HOLIDAYS ONLY
Time over District.......... Average Speed per Hour..........		(1.35) 29.62	(0.05) 31.20	(1.30) 31.27	(1.20) 35.18	(1.30) 31.27	(1.30) 31.27	(1.30) 31.27	(1.25) 33.11	(1.10) 40.20	(1.07) 42.00	(0.47) 40.60	(0.44) 35.73	(1.25) 33.11	(1.25) 33.11	(1.10) 40.20	(1.22) 34.32	(0.06) 26.00	(0.45) 41.29	(1.25) 33.11	(1.20) 35.18

Additional Stations
Army St., MP 2.2
Aqua (Spur) MP 12.9
Howest (Spur) MP 16.8
Romac (Spur) MP 19.7
Pumork (Spur) MP 22.7

Register at Santa Clara located in interlocking tower.

HOLIDAYS INDICATED ARE:
New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

All flag stops at College Park for revenue passengers only.

San Jose-San Francisco local passenger trains stop on flag at any station Sundays and Holidays, except Acqua, Howest, Romac, Pumork.

☞ NOTE.— See pages 2, 4, 5 and 6 for additional trains between San Jose and San Francisco.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
77	Any Station	Discharge		Yuma	Daily
31	San Bruno	Discharge		Any Station	Funeral parties

EASTWARD

San Francisco Subdivision.

Time Table No. 140
April 7, 1935

FIRST CLASS

Capacity of sidings and spurs in car lengths	76	74	70	154	254	78	152	150	148	146	144	142	140	182	138	136	180	134	130	Distance from San Francisco	STATIONS
	Lark	Passenger	Coaster	Passenger	Passenger	Sunset Limited	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX.SAT,SUN & HOLIDAYS	Leave Daily EX.SAT,SUN & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SAT., SUN. & HOLIDAYS	Leave Daily EX.SAT,SUN & HOLIDAYS	Leave SATURDAY ONLY	Leave Daily EX SAT., SUN. & HOLIDAYS	Leave Daily EX.SAT,SUN & HOLIDAYS	Leave SUN.& HOLIDAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX.SAT,SUN & HOLIDAYS		STATIONS
San Francisco Terminal Yard: BKWOIT YP	8.30PM		7.45PM	7.20PM		6.45PM	6.20PM	5.50PM	5.30PM	5.26PM	5.23PM	5.20PM	5.17PM	5.03PM	5.03PM	4.50PM	4.45PM	4.20PM	4.10PM	0.0	TO-R SAN FRANCISCO 1.9
									s					f	f	s	f	f		1.9	23D STREET 1.2
P														f		f	f	f		3.1	14TH AVE. 1.0
														f		s				4.1	PAUL AVE. 1.1
BKWO ITP	8.39		7.54	7.29			f 6.29	f 5.59		5.35				f 5.14	5.12	s 5.01	f 4.54	s 4.31	4.19	5.2	BAYSHORE 1.3
P							f	f												6.5	VISITACION 0.4
KIP																				6.9	R VISITACION TOWER 1.7
														f		f	f	s		8.6	BUTLER ROAD 0.7
				s 7.34			s 6.36	s 6.05	s 5.45					s 5.20		s 5.08	s 5.00	s 4.39		9.3	SO. SAN FRANCISCO 1.1
Y																				10.4	TANFORAN WYE 0.6
P				s 7.37			s 6.40	s 6.09	s 5.48					s 5.24		s 5.12	f 5.03	s 4.42		11.0	SAN BRUNO 1.1
				f			s	s	s					f	s		f	s		12.1	LOMITA PARK 1.6
51 Center P				f			s	s	s					f	s		f	s		13.7	MILLBRAE 1.5
52 Spur P				s			s	s	s	s 5.47 6				s	s	s	s	s		15.2	BROADWAY 1.1
60 Spur P	s 8.53			s 7.46		s 7.08	s 6.50	s 6.20	s 6.00		s 5.45			s 5.35	s 5.29	s 5.20	s 5.12	s 4.52		16.3	BURLINGAME 1.6
91 Center			8.09	s 7.49			s 6.54	s 6.24	s 6.04	s 5.54 7	s 5.49		5.39	s 5.39	s 5.32	s 5.24	s 5.15	s 4.57	4.34	17.9	SAN MATEO 1.0
WP				f			s	s	s	s 5 53	s			f			f	s		18.9	LESLIE 1.1
31 Spur																				20.0	BAY MEADOWS 0.3
24 Spur							f	f	f					f	s			f		20.3	BERESFORD 1.6
28 Spur P				f			s	s	s	s				f		s	f	s		21.9	BELMONT 1.3
51 Center P				s 7.58			s 7.04	s	s		s		5.45	s 5.49		s	f 5.24	s 5.08		23.2	SAN CARLOS 2.2
Yard				s 8.02			s 7.08	s 6.40	s 6.18	s 6.06	s 6.02	s 5.51		s 5.53	s 5.42	s 5.37	s 5.28	s 5.12	s 4.43	25.4	REDWOOD CITY 0.8
WIYP	9.05		8.19	8.04		7.21	7.10	6.42	6.20	6.08	6.04	5.53	5.50	5.55	5.44	5.39	5.30	5.14	4.45	26.2	R REDWOOD JCT. 1.6
51 Center				f			f	f	f	s		s		f	s		f	s		27.8	ATHERTON 1.1
41 Spur P				s			s	s	s	s		s		s	s		f	s		28.9	MENLO PARK 1.2
51 Spur P	s 9.13		8.24	s 8.13		s 7.30	s 7.18	s 6.50	s 6.29	s 6.16	s 6.11	s 6.01	s 5.57	s 6.05		s 5.46	s 5.38	s 5.23	s 4.50	30.1	PALO ALTO 1.7
53 Center KWYP				s 8.16			s 7.22	s 6.54	s 6.33	s 6.20	s 6.15	s 6.05PM		s 6.09		s 5.50	s 5.41	s 5.27	s 4.53	31.8	R MAYFIELD 3.0
								f						f	f		f	f		34.8	CASTRO 1.3
51 Center P		Via Newark		s 8.22	Via Newark		s 7.28	s 7.00	s 6.39	s 6.26	s 6.21	Via Los Altos	s 6.05	s 6.16			s 5.47	s 5.34	s 5.00	36.1	MOUNTAIN VIEW 2.7
77 Spur P				f 8.26			s 7.32	f 7.05	s 6.44	f 6.31	s 6.26		s 6.10	s 6.21		s	s 5.51	s 5.39		38.8	SUNNYVALE 2.0
50 Center														f			f	f		40.8	LAWRENCE 3.5
San Jose Term. Yard: KIP		9.17PM		f 8.34	8.29PM		f 7.39	f 7.14	f 6.53	f 6.38	s 6.33			s 6.30	s 6.11		f 5.59	s 5.48		44.3	R SANTA CLARA 0.9
KP																				45.2	SAN JOSE YARD 0.5
IP				f					f	F				f	s		f	f		45.7	R COLLEGE PARK 1.2
BKWY OITP	s 9.35PM	s 9.25PM	s 8.45PM	s 8.40PM	s 8.35PM	s 7.53PM	s 7.45PM	s 7.20PM	s 7.00PM	s 6.45PM	s 6.40PM		s 6.25PM	s 6.36PM	s 6.18PM	s 6.12PM	s 6.05PM	s 5.55PM	s 5.17PM	46.9	TO-R SAN JOSE
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX.SAT,SUN & HOLIDAYS	Arrive Daily EX.SAT,SUN & HOLIDAYS	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SAT., SUN. & HOLIDAYS	Arrive Daily EX.SAT,SUN & HOLIDAYS	Arrive SATURDAY ONLY	Arrive Daily EX SAT., SUN. & HOLIDAYS	Arrive Daily EX.SAT,SUN & HOLIDAYS	Arrive SUN.& HOLIDAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX.SAT,SUN & HOLIDAYS		(46.9)
	(1.05) 43.29	(0.08) 19.50	(1.00) 46.90	(1.20) 35.18	(0.06) 26.00	(1.08) 41.38	(1.25) 33.11	(1.30) 31.27	(1.30) 31.27	(1.19) 35.62	(1.17) 36.55	(0.45) 42.40	(1.08) 41.38	(1.33) 30.26	(1.15) 37.52	(1.22) 34.32	(1.20) 35.18	(1.35) 29.62	(1.07) 42.00		..........Time over District ....Average Speed per Hour

Automatic Block System

Double Track

☞NOTE.—See pages 2, 3, 5 and 6 for additional trains between San Francisco and San Jose.
Water supply at Redwood Jct. located on Dumbarton line.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
144	Any Station	Receive or Discharge	Any Station	Any Station	Saturday
70	San Mateo Palo Alto	Receive	Santa Barbara		Daily

San Francisco - San Jose local passenger trains stop on flag at any station Sundays and Holidays, except Aqua, Howest, Romac, Pumork.

All flag stops at College Park for revenue passengers only.

HOLIDAYS INDICATED ARE:

New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

Additional Stations	
Additional Stations	Army St. MP 2.2 Aqua (Spur) MP 12.9 Howest (Spur) MP 16.8 Romac (Spur) MP 19.7 Pumork (Spur) MP 22.7

Register and Standard Clock at Santa Clara located in interlocking tower.

Time Table No. 140
April 7, 1935

FIRST CLASS

STATIONS	Distance from San Jose	35	139	39	141	69	143	147	149	179	37	41	151	153	183	155	71	33	43	159
		Del Monte	Passenger	Del Monte	Passenger	Coaster	Passenger	Passenger	Passenger	Passenger	Motor	Motor	Passenger	Passenger	Passenger	Passenger	Daylight	Passenger	Passenger	Passenger
		Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN. & HOLIDAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN. & HOLIDAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN. & HOLIDAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive SUN. & HOLIDAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN. & HOLIDAYS ONLY	Arrive Daily
TO-R SAN FRANCISCO 1.9	46.9	s 10.40AM	s 11.05AM	s 11.25AM	s 12.01PM	s 12.10PM	s 1.25PM	s 3.00PM	s 4.05PM	s 4.05PM	s 5.05PM	s 5.10PM	s 5.30PM	s 6.15PM	s 7.10PM	s 7.20PM	s 8.45PM	s 9.10PM	s 9.30PM	s 11.20PM
23D STREET 1.2	45.0							f				f	f		f					f
14TH AVE. 1.0	43.8																			
PAUL AVE. 1.1	42.8												f							
BAYSHORE 1.3	41.7	10.31	10.56	11.16	f 11.51AM	12.01PM	1.16	f 2.49	f 3.55	f 3.55	4.55	f 4.59	f 5.19	f 6.05	f 7.00	f 7.10	8.35	9.00	9.20	s 11.10
VISITACION 0.4	40.4												f							
R VISITACION TOWER 1.7	40.0																			
BUTLER ROAD 0.7	38.3											f	f					f	f	f
SO. SAN FRANCISCO 1.1	37.6		s 10.50	s 11.10	s 11.44		s 1.10	s 2.43	s 3.48	f 3.49	s 4.49	f 4.53	s 5.11	s 5.59	s 6.54	s 7.03		f 8.54	f 9.13	s 11.03
TANFORAN WYE 0.6	36.5																			
SAN BRUNO 1.1	35.9		f 10.46	f 11.07	s 11.40		s 1.06	s 2.39	s 3.43	f 3.45		f 4.50	s 5.06	s 5.55	f 6.50	s 6.59		f 8.51	f 9.09	f 11.00
LOMITA PARK 1.6	34.8		f	f	f		f	f	f	f		f		f	f	f				f
MILLBRAE 1.5	33.2		f	f	f		f	f	f	f		f	f	f	f	f				f
BROADWAY 1.1	31.7		s	s	s		s	s	s	s	s	s	s	s	s	s		s	s	s
BURLINGAME 1.6	30.6	s 10.15	s 10.37	s 10.57	s 11.29		s 12.57	s 2.30	s 3.32	s 3.37	s 4.34	s 4.40	s 4.56	s 5.46	s 6.42	s 6.49	8.20	s 8.42	s 8.59	s 10.50
SAN MATEO 1.0	29.0	s 10.12	s 10.33	s 10.53	s 11.25	s 11.39AM	s 12.53	s 2.26	s 3.28	s 3.33	s 4.30	s 4.36	s 4.51	s 5.41	s 6.38	s 6.45		s 8.38	s 8.55	s 10.46
LESLIE 1.1	28.0		f	f	f		f	f	f	f		f	f	f	f	f				f
BAY MEADOWS 0.3	26.9																			
BERESFORD 1.6	26.6			f	f			f	f	f		f	f		f	f				f
BELMONT 1.3	25.0	10.07	s	s	s		f	s	s	f		s	s	f	s	s		f	f	f
SAN CARLOS 2.2	23.7		s 10.24	s 10.44	s 11.15		s 12.44	s 2.16	s 3.16	f 3.24		f 4.26	s 4.40	s 5.31	f 6.29	s 6.35		s 8.29	f 8.44	s 10.38
REDWOOD CITY 0.8	21.5	s 10.03	s 10.20	s 10.40	s 11.11		s 12.41	s 2.12	s 3.13	s 3.21	s 4.19	s 4.22	s 4.36	s 5.27	s 6.26	s 6.31		s 8.25	s 8.40	s 10.34
R REDWOOD JCT. 1.6	20.7	10.01	10.18	10.38	11.09	11.27	12.39	2.10	3.10	3.19	4.17	4.20	4.34	5.25	6.24	6.29	8.07	8.23	8.37	10.32
ATHERTON 1.1	19.1		f	f	f		f	f	f	f		f	f	f	f	f		f	f	f
MENLO PARK 1.2	18.0		s	s	s		s	s	s	f		s	s	s	f	s		f	f	s
PALO ALTO 1.7	16.8	s 9.55	s 10.10	s 10.31	s 11.01	s 11.22	s 12.31	s 2.02	s 3.01	s 3.11	s 4.10	s 4.12	s 4.26	s 5.17	s 6.16	s 6.20	s 8.02	s 8.15	s 8.28	s 10.25
R MAYFIELD 3.0	15.1		s 10.07	s 10.28	s 10.57		s 12.27	s 1.58	s 2.57	s 3.07		f 4.08	s 4.21	s 5.13	f 6.12	s 6.12		s 8.11	s 8.24	s 10.22
CASTRO 1.3	12.1				f							f	f		f	f				f
MOUNTAIN VIEW 2.7	10.8		s 10.01	s 10.22	s 10.51		s 12.22	s 1.53	s 2.52	f 3.02	s 4.02	f 4.02	s 4.13	s 5.07	f 6.07	s 6.07		s 8.05	s 8.18	s 10.16
SUNNYVALE 2.0	8.1	9.44	s	s 10.17	s 10.47		s 12.17	s 1.48	s 2.47	f 2.57	s 3.57	f 3.57	s 4.06	s 5.02	f 6.02	s 6.02		f 8.00	f 8.13	s 10.12
LAWRENCE 3.5	6.1			f	f			f	f	f		f	f	f	f	f				f
R SANTA CLARA 0.9	2.6		s 9.50	s 10.10	s 10.40		s 12.10	s 1.40	s 2.40	f 2.50	3.50	f 3.50	s 3.59	s 4.55	s 5.55	s 5.55		s 7.53	s 8.06	s 10.05
SAN JOSE YARD 0.5	1.7																			
R COLLEGE PARK 1.2	1.2				f			f	f			f	f	f	f	f				
TO-R SAN JOSE	0.0	9.35AM	9.45AM	10.05AM	10.35AM	11.00AM	12.05PM	1.35PM	2.35PM	2.45PM	3.45PM	3.45PM	3.53PM	4.50PM	5.50PM	5.50PM	7.40PM	7.50PM Via West San Jose	8.02PM Via West San Jose	10.00PM
	(46.9)	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN. & HOLIDAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN. & HOLIDAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN. & HOLIDAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave SUN. & HOLIDAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN. & HOLIDAYS ONLY	Leave Daily
Time over District Average Speed per Hour		(1.05) 43.29	(1.20) 35.18	(1.20) 35.18	(1.26) 32.72	(1.10) 40.20	(1.20) 35.18	(1.25) 33.11	(1.30) 31.27	(1.20) 35.18	(1.20) 35.18	(1.25) 33.11	(1.37) 29.01	(1.25) 33.11	(1.20) 35.18	(1.30) 31.27	(1.05) 43.29	(1.20) 34.28	(1.28) 31.16	(1.20) 35.18

Automatic Block System

Double Track

Additional Stations
- Army St. MP 2.2
- Aqua (Spur) MP 12.9
- Howest (Spur) MP 16.8
- Romac (Spur) MP 19.7
- Pumork (Spur) MP 22.7

Register at Santa Clara located in interlocking tower.

HOLIDAYS INDICATED ARE:
New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

All flag stops at College Park for revenue passengers only.

☞ NOTE.—See pages 2, 3, 4 and 6 for additional trains between San Jose and San Francisco.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
155	14th Avenue	Receive or Discharge	Any Station	Any Station	Saturday
141	Butler Road	Receive or Discharge	Any Station	Any Station	Saturday
33-43	Any Station	Discharge		Beyond Los Gatos	Daily
159	College Park	Receive	Any Station	Any Station	Monday
71	Burlingame	Discharge		Wastonville Jct.	Daily

San Jose-San Francisco local passenger trains stop on flag at any station Sundays and Holidays, except Aqua, Howest, Romac, Pumork.

EASTWARD — San Francisco Subdivision. — WESTWARD

	Capacity of sidings and spurs in car lengths	THIRD CLASS	FIRST CLASS				Time Table No. 140 April 7, 1935		FIRST CLASS	THIRD CLASS	
		402	160	158	156	Distance from San Francisco		Distance from San Jose		473	401
		Freight	Passenger	Passenger	Passenger					Freight	Freight
		Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily		STATIONS			Arrive Daily	Arrive Daily Ex. Monday
San Francisco Terminal Yard	BKWOIT YP		10.45PM	9.45PM	8.35PM	0.0	TO-R SAN FRANCISCO 1.9	46.9			
						1.9	23D STREET 1.2	45.0			
	P					3.1	14TH AVE. 1.0	43.8			
						4.1	PAUL AVE. 1.1	42.8			
	BKWO ITP	8.00PM	f 10.54	f 9.54	f 8.44	5.2	BAYSHORE 1.3	41.7		2.20AM	5.30AM
	P					6.5	VISITACION 0.4	40.4			
	KIP					6.9	R VISITACION TOWER 1.7	40.0			
						8.6	BUTLER ROAD 0.7	38.3			
			s 11.00	s 10.00	s 8.50	9.3	SO. SAN FRANCISCO 1.1	37.6			
	Y					10.4	TANFORAN WYE 0.6	36.5			
	P		s 11.03	s 10.03	s 8.54	11.0	SAN BRUNO 1.1	35.9			
			f	s	f	12.1	LOMITA PARK 1.6	34.8			
	51 Center P		f	f	f	13.7	MILLBRAE 1.5	33.2			
	52 Spur P		s	s	s	15.2	BROADWAY 1.1	31.7			
	60 Spur P		s 11.12	s 10.12	s 9.04	16.3	BURLINGAME 1.6	30.6			
	91 Center WP		s 11.16	s 10.16	s 9.08	17.9	SAN MATEO 1.0	29.0			
			f	f	f	18.9	LESLIE 1.1	28.0			
	31 Spur					20.0	BAY MEADOWS 0.3	26.9			
	24 Spur			f	f	20.3	BERESFORD 1.6	26.6			
	28 Spur P		f	f	f	21.9	BELMONT 1.3	25.0			
	51 Center P		s 11.24	s 10.24	s 9.17	23.2	SAN CARLOS 2.2	23.7			
Yard			s 11.28	s 10.28	s 9.21	25.4	REDWOOD CITY 0.8	21.5			
	WIYP	8.50PM	11.30	10.30	9.23	26.2	R REDWOOD JCT. 1.6	20.7		1.20AM	4.30AM
	51 Center		f	f	f	27.8	ATHERTON 1.1	19.1			
	41 Spur P	Via Dumbarton	s	s	s	28.9	MENLO PARK 1.2	18.0		Via Dumbarton	Via Dumbarton
	51 Spur P		s 11.39	s 10.39	s 9.31	30.1	PALO ALTO 1.7	16.8			
	53 Center KWYP		s 11.42	s 10.42	s 9.35	31.8	R MAYFIELD 3.0	15.1			
					f	34.8	CASTRO 1.3	12.1			
	51 Center P		f 11.48	f 10.48	s 9.41	36.1	MOUNTAIN VIEW 2.7	10.8			
	77 Spur P		f 11.52	f 10.52	f 9.47	38.8	SUNNYVALE 2.0	8.1			
	50 Center			f	f	40.8	LAWRENCE 3.5	6.1			
San Jose Term. Yard	KIP		f 11.59PM	f 10.59	f 9.54	44.3	R SANTA CLARA 0.9	2.6			
	KP					45.2	SAN JOSE YARD 0.5	1.7			
	IP		f	f	f	45.7	R COLLEGE PARK 1.2	1.2			
	BKWY OITPY		s 12.05AM	s 11.05PM	s 10.00PM	46.9	TO-R SAN JOSE	0.0			
		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily		(46.9)			Leave Daily	Leave Daily Ex. Monday
		(0.50) 25.20	(1.20) 35.18	(1.20) 35.18	(1.25) 33.11		Time over District Average Speed per Hour			(1.00) 21.00	(1.00) 21.00

Automatic Block System — Double Track (San Francisco to San Jose)

Water supply Redwood Jct. located on Dumbarton line.

☞**NOTE.—See pages 2, 3, 4 and 5 for additional trains between San Francisco and San Jose.**

San Francisco-San Jose local passenger trains stop on flag at any station Sundays and Holidays, except Aqua, Howest, Romac, Pumork.

All flag stops at College Park for revenue passengers only.

Additional Stations:
- Army St. MP 2.2
- Aqua (Spur) MP 12.9
- Howest (Spur) MP 16.8
- Romac (Spur) MP 19.7
- Pumork (Spur) MP 22.7

Register and Standard Clock at Santa Clara located in interlocking tower.

EASTWARD — San Francisco Subdivision. — WESTWARD

Time Table No. 140
April 7, 1935

Los Altos—Santa Cruz Branches

Capacity of sidings and spurs in car lengths	FIRST CLASS 142 Passenger	32 Santa Cruz	168 Passenger	34 Passenger	46 Passenger	Distance from San Francisco		STATIONS	Distance from Santa Cruz	FIRST CLASS 123 Passenger	31 Santa Cruz	185 Passenger	45 Passenger	33 Passenger	43 Passenger
	Leave Daily EX. SAT., SUN. & HOLIDAYS	Leave Daily EX. SUNDAY	Leave SATURDAY ONLY	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS					Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SUNDAY	Arrive SATURDAY ONLY	Arrive Daily EX. SAT., SUN. & HOLIDAYS	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN. & HOLIDAYS ONLY
30 KWYP	6.06 PM	4.45 PM	1.55 PM			31.8	TO-R	MAYFIELD 2.2	43.7	s 7.32 AM	s 8.53 AM				
	f	f	f			34.0		ALTA MESA 1.7	41.5	f 31	f				
22 Spur P	s 6.14	s 4.53	s 2.05			35.7		LOS ALTOS 1.8	39.8	s 7.25	s 8.46				
	s		s			37.5		SPRINGER ROAD 0.7	38.0	f 24					
	s	f	s			38.2		LOYOLA 1.5	37.3	f	f				
36	f		f			39.7		SIMLA 1.3	35.8	f					
7 Spur	s 6.24	f 5.03	s 2.15	Via West San Jose	Via West San Jose	41.0		MONTA VISTA 2.8	34.5	f 7.13	f 8.37	Via West San Jose	Via West San Jose	Via West San Jose	Via West San Jose
14 Spur	f	f	f			43.8		AZULE 1.4	31.7	f	f				
11	s 6.32	f 5.10	s 2.22			45.2		CONGRESS JCT. 0.9	30.3	f 7.04	f 8.29				
	f	f	f			46.1		SAN TOMAS 0.8	29.4	f	f				
	f	f	f			46.9		POLLARD ROAD 0.9	28.6	f	f				
	f	f	f			47.8		QUITO 0.3	27.7		f				
P	s 6.41	s 5.17	s 2.30	9.52 AM	6.19 AM	48.1 51.8	R	VASONA JCT. 0.3	27.4	s 6.58	s 8.23	s 3.00 PM	s 7.10 PM	s 7.35 PM	s 7.43 PM
						52.1		BULWER 2.2	27.1						
67 WP	s 6.50 PM	s 5.26	s 2.40 PM	s 10.01	s 6.29 AM	54.3	TO-R	LOS GATOS 1.8	24.9	6.52 AM	s 8.17	2.50 PM	7.00 PM	s 7.28	s 7.35
				f		56.1		LYNDON 0.9	23.1		f			f	f
16 P		s 5.34		f 10.09		57.0		ALMA 1.5	22.2		s 8.07			f 7.18	f 7.25
		f		f		58.5		ALDERCROFT 1.5	20.7		f			f	f
20		f 5.41		f 10.16		60.0		EVA 0.3	19.2		f 7.57			f 7.09	f 7.16
P		f				60.3		CALL OF THE WILD 1.0	18.9					f	f
14 WP		s 5.45		s 10.20		61.3		WRIGHT 2.1	17.9		s 7.53			s 7.05	s 7.12
7 P		s		f		63.4		LAUREL 1.4	15.8		f			f	f
24 P		f 5.56		f 10.30		64.8		GLENWOOD 1.0	14.4		f 7.42			f 6.55	f 7.00
						65.8		CLEMS 0.8	13.4						
13 WP		6.01		10.35		66.6	Automatic Block System	TANK SIDING 0.8	12.6		7.38			f 6.50	f 6.55
5 Spur		f		f		67.4		ZAYANTE 1.2	11.8		f			f	f
9		f 6.06		f 10.40		68.6		MEEHAN 1.8	10.6		f 7.33			f 6.45	f 6.50
55 P		f		f		70.4		OLYMPIA 1.7	8.8		f			f	f
9		f		f		72.1		MT. HERMON 0.3	7.1		f			f	f
34 WP		s 6.16		s 10.53		72.4	TO	FELTON 0.9	6.8		s 7.23			s 6.34	s 6.37
4		f		f 10.57		73.3		BIG TREES 2.1	5.9		f			f	f
24 P		f **6.25**		f 11.02		75.4		RINCON 1.5	3.8		f 7.15			f **6.25**	f **6.25**
						76.9		GOLF LINKS 1.2	2.3						
18		f				78.1		EBLIS 0.3	1.1					f	f
				f		78.4		PARK STREET 0.8	0.8						
Term. Yd. BKWOTYP		s 6.35 PM		s 11.15 AM		79.2	TO-R	SANTA CRUZ	0.0		7.05 AM			6.15 PM	6.15 PM
	Arrive Daily EX. SAT., SUN. & HOLIDAYS	Arrive Daily EX. SUNDAY	Arrive SATURDAY ONLY	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS			(43.7)		Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY	Leave SATURDAY ONLY	Leave Daily EX. SAT., SUN. & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN. & HOLIDAYS ONLY
	(0.44) 25.64	(1.50) 23.89	(0.45) 25.07	(1.23) 19.80	(0.10) 15.00			Time over District Average Speed per Hour		(0.40) 28.20	(1.48) 24.28	(0.10) 15.00	(0.10) 15.00	(1.20) 20.55	(1.28) 18.68

Westward trains are superior to trains of same class in opposite direction.

Exceptions:
- **No. 46 superior to No. 123.**
- **No. 168 superior to No. 185.**
- **No. 142 superior to No. 45.**

Oil supply at Santa Cruz for emergency only.

HOLIDAYS INDICATED ARE:

New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
123-142-168	Road crossing 1.4 miles west of Azule	Receive or Discharge	Any Station	Any Station	Daily
34-32-31-33-43	Eccles M. P. 70	Receive or Discharge	Any Station	Any Station	Daily
142-32-31	Neal M. P. 33	Receive or Discharge	Any Station	Any Station	Daily

EASTWARD San Francisco Subdivision. WESTWARD

Capacity of sidings and spurs in car lengths		FIRST CLASS	Distance from San Francisco		Time Table 140 April 7, 1935 Santa Cruz Branch STATIONS	Distance from Watsonville Jct.	FIRST CLASS
		188 Passenger Leave Daily					187 Passenger Arrive Daily
Term. Yard BKWOTYP		8.25AM	79.2	A. B. S.	TO-R SANTA CRUZ 0.5	20.0	s 10.20AM
		s	79.7		CASINO 0.7	19.5	s
5 Spur		f	80.4		SEABRIGHT 0.5	18.8	f
4 Spur			80.9		TWIN LAKES 0.8	18.3	f
5 Spur			81.7		CLIFFSIDE 1.5	17.5	f
6 Spur			83.2		OPAL 0.7	16.0	
18 P		s 8.37	83.9		CAPITOLA 1.2	15.3	s 10.08
			85.1		NEW BRIGHTON 1.9	14.1	f
10 P		s 8.45	87.0		APTOS 0.7	12.2	s 10.00
5			87.7		FARLEY 2.0	11.5	
8 Spur			89.7		LEONARD 0.9	9.5	f
3 Spur		f	90.6		ROBROY 0.2	8.6	f
3 Spur			90.8		CRISTO 1.7	8.4	f
13 P		f 8.58	92.5		ELLICOTT 3.3	6.7	f 9.47
34 P			95.8		NUGA 2.0	3.4	f
Term. Yard BKWOTYP		s 9.10	97.8		WATSONVILLE 1.4	1.4	s 9.35
		s 9.15AM	99.2		TO-R WATSONVILLE JCT.	0.0	9.30AM
		Arrive Daily			(20.0)		Leave Daily
		(0.50) 24.00			..........Time over District.......... ....Average Speed per Hour..........		(0.50) 24.00

EASTWARD San Francisco Subdivision. WESTWARD

Capacity of sidings and spurs in car lengths			Distance from San Francisco		Time Table 140 April 7, 1935 Davenport Branch STATIONS	Distance from Davenport
Term. Yard BKWOTYP			79.2	TO-R	SANTA CRUZ 1.9	11.5
47			81.1		ORBY 2.3	9.6
2 Spur			83.4		WILDER 2.5	7.3
35			85.9		GORDOLA 0.8	4.8
3 Spur			86.7		MAJORS 4.0	4.0
Term. WYP			90.7	R	DAVENPORT	0.0
					(11.5)	
					Service Performed by Extra Trains	

EASTWARD San Francisco Subdivision.

Capacity of sidings and spurs in car lengths				FIRST CLASS						Distance from San Francisco			Time Table No. 140 April 7, 1935 STATIONS	
				76 Lark Leave Daily	70 Coaster Leave Daily	78 Sunset Limited Leave Daily	36 Del Monte Leave Daily	72 Daylight Leave Daily	38 Motor Leave Daily					
	Term. Yard BKWOITPY			9.40PM	8.55PM	7.58PM	4.10PM	9.06AM	1.55AM	46.9	Automatic Block System	TO-R	SAN JOSE 1.1	
San Jose Term. Yard										48.0 51.7			4TH ST., SAN JOSE 1.2	
	68									52.9			VALBRICK 0.3	
		I								53.2			W.P.R.R. Crossing 1.0	
	80	P								54.2			LUTHER 1.3	
	75	P		9.51	9.05	8.08	4.21	9.16	f 2.06	55.5			LICK 1.9	Double Track
	22 Spur	P							f	57.4			EDENVALE 5.7	
	195 East 102 Center	WP		10.01	f 9.17	8.18	4.31	9.26	f 2.19	63.1		TO	COYOTE 3.2	
	85	P						9.30	f	66.3			PERRY 2.9	
	25	P							f	69.2			MADRONE 1.6	
	85	P		10.11	f 9.28	8.28	f 4.41	9.35	f 2.32	70.8		TO	MORGANHILL 1.2	
	31 Spur								f	72.0			TENNANT 2.1	
										74.1			DURNEY 0.5	
	66	P		10.16	f 9.33		4.46	9.40	f 2.39	74.6			SAN MARTIN 2.4	
	72	P								77.0			RUCKER 2.1	
	14 Spur									79.1			LONOKE 1.6	
	Yard KWOTP			10.25	s 9.45	s 8.41	s 4.57	s 9.50	s 2.53	80.7		TO-R	GILROY 2.5	Double Track
		P								83.2			CARNADERO 0.9	
	65 Spur									84.1			NEMA 0.3	
	18 Spur									84.4			MILLER 2.7	
	79	WP		10.33	f 9.54	8.50	5.06	9.58	f 3.03	87.1		TO	SARGENT 1.9	
	26	P								89.0			BETABEL 2.9	
	96	P		10.42	10.02	8.58	5.15	10.06	f 3.12	91.9			CHITTENDEN 1.3	
		P		10.44	10.04	9.00	5.17	10.08	f 3.14	93.2			LOGAN 1.4	Double Track
	36 Spur	P							f	94.6			AROMAS 2.5	
Term. Yd.	14 Spur	P								97.1			VEGA 3.3	
	BKWOTYP			s 10.54PM	s 10.15PM	s 9.10PM	s 5.27PM	s 10.18AM	s 3.25AM	100.4		TO-R	WATSONVILLE JCT.	
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(49.8)	
				(1.14) 40.38	(1.20) 37.35	(1.12) 41.50	(1.17) 38.81	(1.12) 41.50	(1.30) 33.20				..........Time over District ....Average Speed per Hour	

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
78	Any Station	Receive	Yuma		Daily
70	Any Station	Receive	Los Angeles		Daily

WESTWARD San Francisco Subdivision. EASTWARD WESTWARD

FIRST CLASS

Time Table No. 140
April 7, 1935

STATIONS	Distance from Watsonville Jct.	77 Sunset Limited Arrive Daily	75 Lark Arrive Daily	35 Del Monte Arrive Daily EX. SUNDAY & HOLIDAYS	39 Del Monte Arrive SUN. & HOLI-DAYS ONLY	69 Coaster Arrive Daily	37 Motor Arrive Daily	71 Daylight Arrive Daily	
TO-R SAN JOSE	49.8	s 6.52 AM	s 7.45 AM	s 9.30 AM	s 9.57 AM	s 10.50 AM	s 3.38 PM	s 7.35 PM	Automatic Block System
1.1									
4TH ST., SAN JOSE	48.7								
1.2									
VALBRICK	47.5								
0.3									
W. P. R. R. Crossing	47.2								
1.0									
LUTHER	46.2								
1.3									
LICK	44.9	6.40	7.34	9.19	9.45	10.38	3.27	7.24	Double Track
1.9									
EDENVALE	43.0								
5.7									
TO COYOTE	37.3	6.30	7.25	9.09	9.35	f 10.28	s 3.17	7.14	
3.2									
PERRY	34.1	6.25	7.21	9.05	**9.30**		3.12		
2.9									
MADRONE	31.2								
1.6									
TO MORGANHILL	29.6	6.19	7.15	9.00	9.25	f 10.18	s 3.06	7.04	
1.2									
TENNANT	28.4								
2.1									
DURNEY	26.3								
0.5									
SAN MARTIN	25.8	6.14	7.10	8.56	9.21	f 10.12	f 3.01	6.59	
2.4									
RUCKER	23.4								
2.1									
LONOKE	21.3								
1.6									
TO-R GILROY	19.7	s 6.04	7.01	s 8.47	s 9.12	s 10.02	s 2.51	s 6.50	Double Track
2.5									
CARNADERO	17.2								
0.9									
NEMA	16.3								
0.3									
MILLER	16.0								
2.7									
TO SARGENT	13.3	5.52	6.52	8.37	9.03	9.51	s 2.41	6.40	
1.9									
BETABEL	11.4								
2.9									
CHITTENDEN	8.5	5.43	6.44	8.29	8.55	9.42	2.33	6.32	
1.3									
LOGAN	7.2	5.41	6.42	8.27	8.53	9.40	2.31	6.30	Double Track
1.4									
AROMAS	5.8						s		
2.5									
VEGA	3.3								
3.3									
TO-R WATSONVILLE JCT.	0.0	5.30 AM	6.32 AM	8.17 AM	8.43 AM	9.30 AM	2.20 PM	6.20 PM	
(49.8)		Leave Daily	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN. & HOLI-DAYS ONLY	Leave Daily	Leave Daily	Leave Daily	
Time over District Average Speed per Hour		(1.22) 36.44	(1.13) 40.93	(1.13) 40.93	(1.14) 40.38	(1.20) 37.35	(1.18) 38.31	(1.15) 39.84	

HOLIDAYS INDICATED ARE:

New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas

Time Table No. 140
April 7, 1935

LE FRANC BRANCH

Capacity of Sidings and Spurs in Car Lengths		Distance from San Francisco	STATIONS	Distance from Lick
San Jose Terminal Yard	48 WP	50.7	CAMPBELL	17.2
			0.1	
		50.8 54.5	JCT. LE FRANC BR.	17.1
			0.9	
	18 Spur	55.4	CAMPBELL GRAVEL PIT	16.2
			0.6	
		56.0	L. G. & S. J. ROAD	15.6
			0.7	
	4 Spur	56.7	UNION AVE.	14.9
			2.4	
	15	59.1	LE FRANC	12.5
			(4.7)	

Service performed by yard engines.

Time Table No. 140
April 7, 1935

LICK BRANCH

Capacity of Siding and Spurs in Car Lengths		Distance from San Francisco	STATIONS	Distance from Lick
San Jose Terminal Yard	25 P	55.5	LICK	0.0
			3.4	
	12	58.9	ALAMITOS	3.4
			3.4	

Service performed by extra trains

Time Table No. 140
April 7, 1935

Tres Pinos Branch

Capacity of Sidings and Spurs in Car Lengths	Distance from San Francisco	STATIONS	Distance from Tres Pinos
P	83.2	CARNADERO	17.9
		1.8	
	85.0	SAWYER	16.1
		0.9	
22 Spur	85.9	FEP	15.2
		4.4	
9	90.3	HUDNER	10.8
		3.4	
	93.7	DURI	7.4
		1.2	
16 WP	94.9	HOLLISTER	6.2
		3.8	
	98.7	AGATE	2.4
		2.4	
Term. TP	101.1	TRES PINOS	0.0
		(17.9)	

Service performed by extra trains.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
77	Any Station	Discharge		Yuma	Daily
37	State College San Jose	Receive and Discharge		Any Station	Daily

EASTWARD

Salinas Subdivision.

WESTWARD

Capacity of sidings and spurs in car lengths	SECOND CLASS	FIRST CLASS						Distance from San Francisco		Time Table No. 140 April 7, 1935	Distance from San Luis Obispo	FIRST CLASS						
	766	76	70	78	36	72	38					77	75	35	39	69	37	71
	Freight	Lark	Coaster	Sunset Limited	Del Monte	Daylight	Motor					Sunset Limited	Lark	Del Monte	Del Monte	Coaster	Motor	Daylight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Ar. SUNDAY & HOLIDAYS ONLY	Arrive Daily	Arrive Daily	Arrive Daily
Term. Yard BKWOTYP	5.20AM	10.59PM	10.28PM	9.20PM	5.32PM	10.25AM	6.30AM	100.4	Automatic Block System	TO-R WATSONVILLE JCT 3.2	151.7	s 5.15AM	s 6.15AM	s 8.08AM	s 8.36AM	s 9.18AM	s 2.12PM	s 6.12PM
								103.6		LYDA 2.0	148.5							
66 P	5.40	11.07	f 10.36	9.28	f 5.40	10.33	6.39	105.6		ELKHORN 4.8	146.5	5.05	6.07	7.59	8.28	9.09	f 2.04	6.04
93 WYP	6.00	11.13	10.43	s 9.38	s 5.50PM	10.40	s 6.48AM	110.4		TO-R CASTROVILLE 3.5	141.7	4.58	6.00	7.53AM	8.21AM	f 9.02	1.57PM	5.57
Salinas Yard 66 P		11.18	10.48	9.43				113.9		COOPER 1.7	138.2					8.55		5.52
30								115.6		GRAVES 2.6	136.5							
Yard BKWTP	6.15	11.25	s 11.03	s 9.53		s 10.57		118.2		TO-R SALINAS 2.1	133.9	s 4.46	5.50			s 8.50		s 5.47
74 YP	6.19	11.28	11.06	9.56		11.00		120.3		SPRECKELS JCT. 5.0	131.8	4.39	5.46			8.42		5.40
47 P	6.28							125.3		SPENCE 3.8	126.8							
108 WP	6.35	11.39	f 11.19	10.07		11.11		129.1		TO CHUALAR 1.9	123.0	4.29	5.36			f 8.32		5.30
42 Spur								131.0		GABILAN 0.9	121.1							
47 P								131.9		PENVIR 3.2	120.2							
131 P	6.46	11.47	f 11.30	10.15		11.20		135.1		TO GONZALES 2.0	117.0	4.21	5.28			s 8.22		5.22
10 Spur								137.1		RACK 1.7	115.0							
28 Spur								138.8		MOLUS 1.8	113.3							
45 P	6.56	11.54		10.22		11.27		140.6		CAMPHORA 3.0	111.5					8.14		
63 113 KWP	7.01	11.58PM	f 11.43	10.26		f 11.31		143.6		TO-R SOLEDAD 4.7	108.5	4.10	5.17			s 8.09		f 5.11
75 P	7.09	12.03AM		10.31		11.36		148.3		HARLEM 4.0	103.8	4.05	5.12			8.00		5.04
46 P	7.16	12.08	f 11.54PM					152.3		METZ 6.6	99.8					f 7.54		
81 P	7.26	12.15	12.03AM	10.44		11.49		158.9		COBURN 2.1	93.2	3.52	4.59			7.44		4.52
82 Spur Y								161.0		ELSA 2.7	91.1							
125 KWP	7.37	12.20	s 12.20	10.49		s 11.59AM		163.7		TO KING CITY 3.4	88.4	3.46	4.54			s 7.37		s 4.46
84 P	7.58	12.24	12.26	10.53		12.03PM		167.1		WELBY 5.3	85.0	3.42	4.50			7.29		4.40
94 P	8.08	12.31	s 12.35	10.59		12.09		172.4		TO SAN LUCAS 5.3	79.7	3.35	4.43			s 7.22		4.34
47 P	8.16	12.37	12.42			12.15		177.7		DOCAS 5.2	74.4		4.37			7.14		4.28
76 WOP	8.30AM	12.43AM	s 12.50AM	11.10PM		f 12.21PM		182.9		TO SAN ARDO	69.2	3.23AM	4.31AM			7.08AM		4.22PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(82.5)		Leave Daily	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Lv. SUNDAY & HOLIDAYS ONLY	Leave Daily	Leave Daily	Leave Daily
	(3.10) 26.05	(1.44) 47.60	(2.22) 34.86	(1.50) 45.00	(0.18) 33.33	(1.56) 42.67	(0.18) 33.33			Time over District Average Speed per Hour		(1.52) 44.20	(1.44) 47.60	0.15 40.00	0.15 40.00	(2.10) 38.08	(0.15) 40.00	(1.50) 45.00

HOLIDAYS INDICATED ARE:

New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas

At Soledad, track on south side of main track will be considered the siding.

No. 72 will reduce speed to 30 m.p.h. at Chualar, Gonzales and Soledad to dispatch newspapers.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
78	Any Station	Receive	Yuma		Daily
70	Any Station	Receive	Los Angeles		Daily
72	Gonzales	Discharge		San Jose and beyond	Daily
72	Gonzales	Receive	Paso Robles and beyond		Daily
71	Gonzales	Receive	San Jose and beyond		Daily
71	Gonzales	Discharge		Paso Robles and beyond	Daily
69	Any Station	Discharge		Los Angeles	Daily
77	Any Station	Discharge		Yuma	Daily

Salinas Subdivision.

EASTWARD — **WESTWARD**

Capacity of sidings and spurs in car lengths	SECOND CLASS	FIRST CLASS				Distance from San Francisco	Time Table No. 140 April 7, 1935	Distance from San Luis Obispo	FIRST CLASS			
	766 Freight	78 Sunset Limited	72 Daylight	70 Coaster	76 Lark		STATIONS		77 Sunset Limited	75 Lark	69 Coaster	71 Daylight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
76 WOP	8.30AM	11.10PM	12.21PM	12.50AM	12.43AM	182.9	TO SAN ARDO 3.5	69.2	3.23AM	4.31AM	s 7.08AM	f 4.22PM
47 P						186.4	GETTY 3.3	65.7				
81 P	8.42	11.19	12.30	12.59	12.52	189.7	WUNPOST 6.2	62.4	3.14	4.22	6.57	4.13
116 P	8.57	11.27	12.38	s 1.09	1.00	195.9	BRADLEY 5.5	56.2	3.06	4.14	s 6.47	4.05
74 P	9.07	11.34	12.45	1.17	1.07	201.4	NACIMIENTO 2.4	50.7	2.59	4.07	6.38	3.58
112 P	9.12	11.37		1.20	1.10	203.8	McKAY 3.2	48.3	2.56	4.04	f 6.35	3.55
40 WP	9.17		12.52	s 1.26		207.0	TO SAN MIGUEL 3.9	45.1	2.52		s 6.30	3.51
108 P	9.24	11.46	12.57	1.32	1.19	210.9	WELLSONA 5.4	41.2	2.46	3.55	6.23	3.46
64 WP	9.34	f 11.55PM	s 1.07	s 1.43	1.27	216.3	TO PASO ROBLES 5.5	35.8	f 2.39	3.48	s 6.14	s 3.38
111 P	9.44	12.02AM	1.14	f 1.53	1.35	221.8	TEMPLETON 3.1	30.3	2.30	3.41	s 6.03	3.28
33 P						224.9	ASUNCION 1.8	27.2				
25 P		f 12.09	s 1.23	s 2.03		226.7	TO ATASCADERO 0.7	25.4	f 2.25		s 5.56	s 3.21
15 Spur						227.4	BRICKTON 0.6	24.7				
45 P	9.56		1.26	2.08		228.0	HENRY 2.3	24.1	2.20		5.51	
73 P	10.01	12.16	1.29	**2.12**	1.46	230.3	EAGLET 3.1	21.8	**2.12**	3.29	5.48	3.14
79 P						233.4	CUSHING 2.1	18.7				
83 BKWYP	10.40	12.32	s 1.41	s 2.30	s **1.59**	235.5	TO-R SANTA MARGARITA 3.4	16.6	**1.59**	3.20	s 5.40	f 3.06
82 P	10.55	12.42	1.49	2.40	2.08	238.9	CUESTA 1.1	13.2	1.46	3.07	5.25	2.53
9 Spur P						240.0	THYLE 2.6	12.1				
69 P	11.10	12.51	1.58	2.49	2.17	242.6	NOVA 0.8	9.5	1.37	2.57	5.15	2.45
44 WP				**2.55**		243.4	SERRANO 2.9	8.7		**2.55**		
41 P	11.30	1.01	2.07	3.06	2.27	246.3	CHORRO 1.7	5 8	1.29	2.47	5.05	2.35
25 Spur						248.0	GOLDTREE 2.6	4.1				
111 P	11.45	1.11	2.16	3.15	**2.37**	250.6	HATHAWAY 1.5	1.5	1.19	**2.37**	4.55	2.26
Term. Yard BKWOTP	11.50AM	s **1.15**AM	s **2.21**PM	s 3.20AM	s 2.42AM	252.1	TO-R SAN LUIS OBISPO	0.0	**1.15**AM	2.32AM	4.50AM	**2.21**PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(69.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(3.20) 20.76	(2.05) 33.22	(2.00) 34.60	(2.30) 27.68	(1.59) 34.89		..............Time over District.............. ....Average Speed per Hour..........		(2.08) 32.44	(1.59) 34.89	(2.18) 30.09	(2.01) 34.31

Automatic Block System

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
78	Any Station	Receive	Yuma		Daily
70	Any Station	Receive	Los Angeles		Daily
69	Any Station	Discharge		Los Angeles	Daily
77	Any Station	Discharge		Yuma	Daily

EASTWARD

Guadalupe Subdivision.

WESTWARD

Capacity of sidings and spurs in car lengths	SECOND CLASS	FIRST CLASS				Distance from San Francisco	Time Table No. 140 April 7, 1935	Distance from Santa Barbara	FIRST CLASS			
	766 Freight	72 √ Daylight	70 √ Coaster	76 √ Lark	78 √ Sunset Limited		STATIONS		75 Lark	69 Coaster	71 Daylight	77 Sunset Limited
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Term. Yard BKWOTP	2.45PM	2.30PM	3.35AM	2.53AM	1.25AM	252.1	TO-R SAN LUIS OBISPO 5.8	118.6	s 2.22AM	s 4.38AM	s 2.10PM	s 12.57AM
32 P						257.9	EDNA 1.2	112.8				
IP	3.02	2.42	3.47	3.05	1.37	259.1	TO HADLEY TOWER P. C. R. R. Crossing 0.9	111.6	2.08	4.24	1.57	12.44
28 Spur						260.0	TIBER 2.8	110.7				
13 Spur			s			262.8	PISMO 1.4	107.9		f 4.14		
84 P	3.11	2.49	3.58	3.13	1.44	264.2	GROVER 1.7	106.5	2.00	4.11	1.49	12.36
40 WP		s 2.56	s **4.07**		1.46	265.9	TO OCEANO 4.0	104.8	1.57	s **4.07**	s 1.46	12.33
104 P	3.20	3.02	4.16	3.20	**1.51**	269.9	CALLENDER 2.5	100.8	**1.51**	3.59	1.38	12.28
45 P	3.25	3.06	4.21	3.23	1.57	272.4	BROMELA 4.1	98.3	1.46	3.55	1.34	12.25
118 BKWP	3.40	s 3.16	s 4.35	3.28	s 2.14	276.5	TO-R GUADALUPE 4.2	94.2	1.41	s 3.47	s 1.29	s 12.16
83 P	3.51	3.23	f 4.43	**3.36**	2.22	280.7	WALDORF 4.1	90.0	1.35	f **3.36**	1.20	12.04AM
48 P	4.05	3.29	4.49	3.42	2.29	284.8	SCHUMAN 2.7	85.9	1.29	3.30	1.14	11.58PM
93 43 YP	4.10	3.34	f 4.54	3.47	2.34	287.5	TO CASMALIA 2.5	83.2	1.25	s 3.26	1.10	11.54
77 P	4.15		4.58	3.52	2.38	290.0	ANTONIO 3.2	80.7	1.22	3.20	1.06	11.51
47 P	4.22	3.42	f 5.03	3.57	2.43	293.2	NARLON 4.0	77.5	1.17	f 3.15	1.01	11.46
79 P	4.35	3.48	f 5.09	4.03	2.50	297.2	TANGAIR 4.1	73.5	1.12	3.10	12.56	11.41
						301.3	AJAX 1.4	69.4				
125 WOYP	4.55	s 3.59	s 5.21	4.11	**2.58**	302.7	TO SURF 5.2	68.0	1.03	s **2.58**	s 12.48	f 11.32
79 P	5.10	4.07	f 5.30	4.19	3.06	307.9	HONDA 2.6	62.8	12.53	2.49	12.38	11.23
44			f			310.5	ARLIGHT 2.0	60.2		f		
46 P	5.19	4.14	5.38	4.26	3.14	312.5	ARGUELLO 4.8	58.2	12.47	2.43	12.32	11.17
47 P	5.30	4.20	f 5.44	4.33	3.21	317.3	SUDDEN 3.5	53.4	12.41	f 2.37	12.26	11.11
92 WP	5.40		f 5.50	4.39	3.27	320.8	JALAMA 4.5	49.9	12.36	f 2.32		11.06
55 42 P	5.50	4.31	f 5.57	4.47	3.35	325.3	CONCEPCION 3.3	45.4	12.30	f 2.26	12.15	11.00
						328.6	ANACAPA 1.2	42.1				
47 P	5.59	4.37	6.03	4.53	3.43	329.8	GATO 1.2	40.9	12.24	2.20	12.09	10.54
19			f			331.0	SAN AUGUSTINE 3.2	39.7		f		
17 Spur P			f			334.2	DRAKE 0.6	36.5		f		
62 P	6.08	4.44	6.12	5.00	3.51	334.8	SACATE 4.6	35.9	12.17	2.13	12.02PM	10.47
85 WP	6.18PM	4.51PM	6.22AM	5.06AM	4.00AM	339.4	TO GAVIOTA	31.3	12.11AM	2.07AM	11.56AM	10.41PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(87.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(3.33) 24.59	(2.21) 37.15	(2.47) 31.36	(2.13) 39.31	(2.35) 33.79		……Time over District…… ……Average Speed per Hour……		(2.11) 39.99	(2.31) 34.69	(2.14) 39.02	(2.16) 38.51

Double Track

Automatic Block System

118.6
94.2
24.4

The wye at Casmalia is located at the west siding.

At Concepcion, track next to station building will be considered the siding.

Water supply at Gaviota for emergency use only.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
78	Any Station	Receive	Yuma		Daily
70	Any Station	Receive	Los Angeles		Daily
	Any Station	Discharge		San Francisco	Daily
69	Any Station	Discharge		Los Angeles	Daily
77	Any Station	Discharge		Yuma	Daily
69	Honda	Receive or Discharge		Any Station	Sunday

EASTWARD

Guadalupe Subdivision.

WESTWARD

Capacity of sidings and spurs in car lengths	SECOND CLASS	FIRST CLASS				Distance from San Francisco	Automatic Block System	Time Table No. 140 April 7, 1935		Distance from Santa Barbara	FIRST CLASS			
	766 Freight	72 Daylight	70 Coaster	76 Lark	78 Sunset Limited			STATIONS			69 Coaster	71 Daylight	77 Sunset Limited	75 Lark
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
85 WP	6.18PM	4.51PM	6.22AM	5.06AM	4.00AM	339.4	TO	GAVIOTA		31.3	s 2.07AM	11.56AM	10.41PM	12.11AM
								3.2						
47 P	6.26	4.55	6.27	5.10	4.05	342.6		LENTO		28.1	2.02			
								3.1						
49 P	6.35	4.59	f 6.32	5.14	4.09	345.7		TAJIGUAS		25.0	f 1.58	11.48	10.33	12.03AM
								2.9						
28 Spur						348.6		ORELLA		22.1	f			
								1.3						
47 P	6.45	5.05	6.41	5.20	4.17	349.9		CAPITAN		20.8	1.53	11.43	10.28	11.58PM
								5.1						
44 WP 81	6.55	5.12	f 6.50	5.27	4.26	355.0		NAPLES		15.7	f 1.46	11.36	10.21	11.51
								2.1						
7 Spur						357.1		VILO		13.6				
								1.8						
49 P	7.05	5.17	f 6.59	5.32	4.34	358.9		ELLWOOD		11.8	f 1.41	11.31	10.16	11.46
								1.3						
27			f			360.2		COROMAR		10.5	f			
								1.5						
24 Spur						361.7		LA PATERA		9.0				
								1.1						
47 P	7.15	5.23	f 7.08	5.38	4.41	362.8	TO	GOLETA		7.9	f 1.36	11.26	10.11	11.41
								3.7						
42 P	7.24	5.29	7.15	5.44	4.47	366.5		HOPE RANCH		4.2	1.31	11.21	10.06	11.36
								1.4						
7 Spur						367.9		OLIVA		2.8				
								0.6						
P	7.30	5.33	7.21	5.48	4.53	368.5		WEST STA. BARBARA	D.T.	2.2	1.27	11.17	10.02	11.32
								2.2						
Term. Yard BKWOTP	7.40PM	s 5.40PM	s 7.30AM	s 5.55AM	s 5.00AM	370.7	TO-R	SANTA BARBARA		0.0	1.20AM	11.10AM	9.55PM	11.25PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(31.3)			Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(1.22) 22.90	(0.49) 38.33	(1.08) 27.62	(0.49) 38.33	(1.00) 31.30			Time over District Average Speed per Hour			(0.47) 39.96	(0.46) 40.83	(0.46) 40.83	(0.46) 40.83

EASTWARD

Guadalupe Subdivision.

WESTWARD

Capacity of sidings and spurs in car lengths	Distance from San Francisco		Time Table No. 140 April 7, 1935 Lompoc Branch STATIONS	Distance from Lompoc
125 WOYP	302.7	TO	SURF	9.7
			1.1	
31	303.8		BARODA	8.6
			3.8	
23	307.6		POST	4.8
			0.5	
15 Spur	308.1		GARUS	4.3
			0.2	
24 Spur	308.3		LA SALLE	4.1
			1.5	
10	309.8		ACORN	2.6
			2.6	
Term. BKWTP	312.4	TO-R	LOMPOC	0.0
			0.6	
	313.0		WHITE HILLS JCT.	0.6
			(10.3)	

Service performed by extra trains.

EASTWARD

Guadalupe Subdivision.

WESTWARD

Capacity of sidings and spurs in car lengths	Distance from San Francisco	Time Table No. 140 April 7, 1935 White Hills Branch STATIONS	Distance from White Hills
	313.0	WHITE HILLS JCT.	3.7
		3.7	
Term.	316.7	WHITE HILLS	0.0
		(3.7)	

Service performed by extra trains.

At Naples, track on ocean side of main track will be considered the siding.

Water supply at Gaviota for emergency use only.

Water supply at Lompoc for emergency use only.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
78	Any Station	Receive	Yuma		Daily
70	Any Station	Receive	Los Angeles		Daily
	Any Station	Discharge		San Francisco	Daily
69	Any Station	Discharge		Los Angeles	Daily
77	Any Station	Discharge		Yuma	Daily

EASTWARD Salinas Subdivision. WESTWARD

Capacity of sidings and spurs in car lengths			FIRST CLASS			Distance from San Francisco	Time Table No. 140 April 7, 1935 Monterey Branch	Distance from Pacific Grove	FIRST CLASS			
			196 Passenger	36 Del Monte	38 Motor		STATIONS		35 Del Monte	39 Del Monte	37 Motor	197 Passenger
			Leave Daily	Leave Daily	Leave Daily 7 50 am				Arrive Daily EX. SUNDAY & HOLIDAYS	Ar. SUNDAY & HOLIDAYS ONLY	Arrive Daily	Arrive Daily
93 WYP			9.40PM	5.51PM	6.50AM	110.4	TO-R CASTROVILLE 2.0	17.9	s 7.52AM	s 8.20AM	s 1.56PM	s 9.25PM
15			f	f	f	112.4	NASHUA 1.5	15.9			f	f
14 WP			f 9.48	5.57	f 6.58	113.9	NEPONSET 0.9	14.4	7.46	8.14	f 1.49	f 9.16
23 Spur			f		f	114.8	LAPIS 0.6	13.5			f	f
8 Spur			f 9.51	6.00	f 7.01	115.4	BARDIN 1.9	12.9	7.43	8.11	f 1.46	f 9.13
9 Spur			f		f	117.3	MARINA 2.4	11.0			f	f
18 P			f 9.58	6.07	f 7.08	119.7	GIGLING 0.7	8.6	7.34	8.02	f 1.37	f 9.06
13			f		f	120.4	WORKFIELD 1.7	7.9			f	f
5 Spur			f		f	122.1	PRATTCO 1.2	6.2			f	f
10			f		f	123.3	SEASIDE 1.0	5.0			f 1.29	f 9.00
8 Spur						124.3	RETREAT 0.6	4.0				
122 P		735	s 10.06	s 6.15	s 7.16 745	124.9	DEL MONTE 815 0.8	3.4	s 7.25	s 7.53	s 1.25	s 8.57
P		745	s 10.10	s 6.20	s 7.20 810	125.7	MONTEREY 810 2.6	2.6	s 7.20	s 7.50	s 1.20	s 8.53
Yard BKWOTP		755	s 10.20PM	s 6.30PM	s 7.40AM 820	128.3	TO-R PACIFIC GROVE 755 am 1.6	0.0	7.05AM	s 7.40AM	1.05PM	8.45PM
30 Spur						129.9	ASILOMAR 0.1	1.6				
						130.0	LAKE MAJELLA	1.7				
			Arrive Daily	Arrive Daily	Arrive Daily		(17.9)		Leave Daily EX. SUNDAY & HOLIDAYS	Lv. SUNDAY & HOLIDAYS ONLY	Leave Daily	Leave Daily
			(0.40) 26.85	(0.39) 27.54	(0.50) 21.48		..............Time over District.............. ....Average Speed per Hour........		(0.47) 22.85	(0.40) 26.85	(0.51) 21.06	(0.40) 26.85

HOLIDAYS INDICATED ARE:

New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas

Eastward San Francisco Subdivision Westward

Capacity of sidings and spurs in car lengths	Distance from San Francisco	Time Table No. 140 April 7, 1935 San Francisco-San Bruno Branch STATIONS	Distance from San Bruno
San Francisco Terminal Yard: BKWO P ITY	0.0	TO-R SAN FRANCISCO 0.9	13.6
I	0.9	W. P. Ry. Crossing 0.3	12.7
	1.2	O. S. Ry. Crossing 0.4	12.4
134	1.6	EIGHTEENTH STREET 0.4	12.0
9 Spur	2.0	FORD 2.0	11.6
16 Spur	4.0	BERNAL 1.2	9.6
25	5.2	ELKTON 0.6	8.4
6 Spur	5.8	RUP 0.5	7.8
91 Spur	6.3	OCEAN VIEW 1.1	7.3
47 147	7.4	DALY CITY 0.7	6.2
33	8.1	UNION PARK 0.4	5.5
75 P	8.5	COLMA 0.6	5.1
63	9.1	GREENLAWN 0.5	4.5
	9.6	HANNA 0.1	4.0
10 Spur	9.7	EMANUEL 0.4	3.9
47 Spur	10.1	CARROLL 0.2	3.5
10 Spur	10.3	HOLY CROSS 1.1	3.3
12 W	11.4	BADEN 1.6	2.2
44 Y	13.0	TANFORAN 0.6	0.6
P	13.6	SAN BRUNO	0.0
		(13.6)	

Service performed by extra trains and yard engines.
Emergency water supply at Ocean View.

EASTWARD WESTWARD
Salinas Subdivision.

Capacity of sidings and spurs in car lengths	Distance from San Francisco	Time Table No. 140 April 7, 1935 Spreckels Spur Branch STATIONS	Distance from Spreckels
74 YP	120.3	SPRECKELS JCT. 2.5	2.5
	122.8	SPRECKELS	0.0
		(2.5)	

Service performed by extra trains.

EASTWARD San Francisco Subdivision. WESTWARD

Capacity of sidings and spurs in car lengths		FIRST CLASS		Distance from San Francisco		Time Table No. 140 April 7, 1935 College Park-Santa Cruz Branch	Distance from Vasona Junction	FIRST CLASS			
		34 Passenger	46 Passenger			STATIONS		185 Passenger	45 Passenger	33 Passenger	43 Passenger
		Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS					Arrive SATURDAY ONLY	Arrive Daily EX. SAT., SUN. & HOLIDAYS	Arrive Daily EX. SUNDAY & HOLIDAYS	Ar. SUNDAY & HOLIDAYS ONLY
San Jose Terminal Yard: IP		9.35AM	5.55AM	45.7	R	COLLEGE PARK 1.1	7.6	s 3.25PM	s 7.35PM	s 7.50PM	s 8.02PM
P		s 9.39	5.59	46.8		WEST SAN JOSE 0.8	6.5	3.21	7.31	s 7.47	s 7.58
I				47.6	A. B. S.	W. P. R. R. Crossing 2.1	5.7				
				49.7	A. B. S.	MOULTON 1.0	3.6				
48 WP		s 9.47	6.11	50.7	A. B. S.	CAMPBELL 2.2	2.6	3.09	7.19	f 7.40	f 7.48
6 Spur				52.9	A. B. S.	VASONA 0.4	0.4				
P		s 9.52AM	s 6.19AM	53.3 51.8	A. B. S. R	VASONA JUNCTION	0.0	3.00PM	7.10PM	7.35PM	7.43PM
		Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS			(7.6)		Leave SATURDAY ONLY	Leave Daily EX. SAT., SUN. & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Lv. SUNDAY & HOLIDAYS ONLY
		(0.17) 26.82	(0.24) 19.00			..........Time over District.............. ....Average Speed per Hour.........		(0.25) 18.24	(0.25) 18.24	(0.15) 30.40	(0.19) 24.00

HOLIDAYS INDICATED ARE:

New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas

RULE 2. The following are designated Watch Inspectors:

S. A. Pope, Manager of Time Service, 65 Market Street, San Francisco.

San Francisco	I. S. Preston, Phelan Building		
	Kline & Logie, 2058 Mission Street		
	M. S. Grousd, 210 Townsend Street		
San Jose	W.H. Turick, 275 So. First St.	King City	Wm. Tinkler
	Kochers, 169 So. First St.	Pacific Grove	G. H. Ehmann
Watsonville	E. L. Reiding	San Luis Obispo	J. C. Jerram
Santa Cruz	Klein & Trumbley	Santa Barbara	I. F. Bitterly
Salinas	Goodfriend & Traub	Lompoc	Walter Ziesche
		Los Gatos	J. B. Streepey

RULE 5. Schedule time and train orders will apply at the end of double track at Lick, Coyote, Gilroy, Sargent and Logan except that of eastward trains at Gilroy will apply at train order signal.

Schedule time and train orders will apply at place where traffic is received or discharged at stations between San Francisco and San Jose.

Salinas, East End, at crossover west of Signal 1185.

Gonzales, East End, at crossover at station building.

San Miguel, West End, at crossover west of station building.

At other stations where there are crossovers, will apply at initial switch of siding.

Schedule time and train orders Santa Clara-Newark line will apply at junction switch, Santa Clara.

RULE 10 (J). Slow boards located on left-hand side of track as follows:

Governing westward trains:
One-half mile east of end double track Sargent.
100 feet west of M. P. 119.

Governing eastward trains:
1200 feet west of M. P. 92.
At Welsona.

RULE 14 (d). As specified below, four long and one short sounds of whistle will be indication that flagman may return from West as prescribed by Rule 99.

Redwood Junction, Santa Clara—Trains on Western division.

Watsonville Jct.—Trains on Santa Cruz line.

Vasona Jct.—Trains on Los Altos line.

RULE 14 (e). As specified below, six long sounds of whistle will be indication that flagman may return from East as prescribed by Rule 99.

Redwood Junction, Santa Clara—Trains on Western division.
Mayfield—Trains on Los Altos line.
College Park—Trains on Campbell line.
Carnadero—Trains on Tres Pinos line.
Castroville—Trains on Pac. Grove line.
Santa Cruz—Trains on Davenport line.
Surf—Trains on Lompoc line.

RULE 14 (l). Enginemen of eastward trains will sound crossing whistle just before entering Tunnel No. 6 west of Santa Cruz.

RULE 17. Eastward passenger trains at Santa Margarita will extinguish headlight when helper engines are being coupled to train.

RULES 17 AND 19. Night signals will be displayed through all tunnels.

RULE 28. In double track territory between San Francisco and San Jose, signals will be placed to right of track according to direction of movement of train to be flagged. Trains in opposite direction will not be required to observe signals so placed.

S-72. Westward trains are superior to trains of the same class in opposite direction.

RULES D-71 AND 73. Second-class and inferior trains and engines may move between San Francisco and San Bruno via Bayshore with current of traffic irrespective of time-table superiority. They will accept proceed indication of interlocking signal or verbal authority of towerman in charge of route to be used as authority to enter main track, but will otherwise be governed by Rules 93 and 99.

Second and inferior class trains and engines moving between these points must avoid delaying first-class trains and any other movements when so instructed by towerman.

RULE 83. Train registers are not maintained at Lick, Coyote, Gilroy, Sargent, Logan, Hadley Tower or West Santa Barbara.

If a positive observation check be made between Lick and Coyote—Gilroy and Sargent—Watsonville Junction and Logan—San Luis Obispo and Hadley Tower—West Santa Barbara and Santa Barbara it will apply at the end of double track. Trains approaching each other between these stations will reduce speed sufficiently to permit identification.

Rule 14 (k) must be applied when approaching trains on opposite track.

RULE 83 (A). At the following stations, only trains originating and terminating will register:

Bayshore Yard
Redwood Junction
Gilroy
Los Gatos
Salinas
Soledad
Santa Margarita
Guadalupe

Santa Clara Tower—Trains via Agnew and Lawrence, originating and terminating at San Jose Yard.

Mayfield—Scheduled trains via Los Altos and trains originating and terminating.

College Park—Trains originating and terminating and regular trains via West San Jose. Trains stopping to register will stop with rear of train beyond interlocking limits. Register in booth opposite switch cabin Santa Cruz line.

Castroville—Trains originating and terminating, and trains via Gigling.

Santa Cruz—Extra trains will register.

RULE 83 (B). Santa Barbara: The train-order office is located at the freight house, 8:00 a. m. to 12:01 a. m., and at passenger station 12:01 a. m. to 8:00 a. m.

Conductors and engineers of westward first-class trains and passenger extras receiving train orders and instructions at freight house will deliver them to relieving crews at passenger station.

First-class trains must register at passenger station and by ticket at freight house when operator on duty.

Visitation Tower—Eastward trains originating at Bayshore Yard may obtain train orders and instructions from the crane located at the tower. Westward trains terminating at Bayshore Yard will register by ticket.

Redwood Junction—Trains from Western Division may register by ticket, and may receive orders and instructions from crane located near tower.

San Jose.

Eastward Coast division trains originating, and westward Coast division trains terminating at San Jose yard, may register by ticket at San Jose.

Western division trains via Milpitas line, originating or terminating at San Jose yard, may register by ticket at San Jose.

Westward trains originating and eastward trains terminating at San Jose yard, may register by ticket at Santa Clara Tower.

RULE 85. Extra trains handling only passenger equipment may run ahead of first class trains between San Francisco and San Jose.

RULE 93. Yard limits are defined by yard limit signs at the following stations:

San Francisco
Redwood Jct.
San Jose
Gilroy
Watsonville Jct.
Castroville
Salinas
Soledad
Lompoc
King City
San Luis Obispo
Guadalupe
Surf
Santa Margarita
Santa Barbara
Felton
Santa Cruz
Pacific Grove

RULE 95. Orders issued under Form F by Western Division dispatchers reading to or from Santa Clara will apply over the Coast Division into and out of San Jose.

RULE D-97 (A). Will apply on double track between Third Street, San Francisco, and San Jose via Bayshore.

RULE 98. The normal position of junction switch at Vasona Junction is for the Los Gatos—Los Altos line.

The normal position of switch 150 feet west of overhead bridge east end of Santa Cruz yard is for siding, where westward trains will enter yard.

RULE 103 (A). Between Seventh St. and 17th, and Harrison Sts., San Francisco, trains or yard engines via Ocean View line must protect street crossings when no flagman is on duty. East of 17th and Harrison Sts., unprotected crossings must be protected by member of crew at all times.

Movements over 9th Ave., crossing on center siding, San Mateo, do not actuate crossing signal, therefore care should be used in making such movements and in case view be obscured or automobiles are closely approaching stop should be made before fouling crossing.

Crossing bell at main road Monte Vista not actuated by movements on former Peninsular Ry. tracks. Movements over crossing on these tracks must be protected by flagman on crossing.

No train, motor, engine or car must enter crossing over Bayshore Highway on Chestnut Street, Redwood Harbor spur, at speed greater than 10 miles per hour and must then clear crossing as quickly as practicable.

Whenever trains or engines are standing or moving on Lick siding and within 200 feet of Hillsdale Ave. highway crossing and a train is passing or about to pass on main track, flagman must protect crossing.

Movements over County road crossing on spur and siding at Chualar and over H Street crossing Lompoc, must be protected by a flagman.

Speed on Del Monte Ice Co.'s spur, Castroville, must not be in excess of ten miles per hour over county road unless protected by flagman on crossing.

RULE 105. The siding opposite station building, Casmalia, will be known as Casmalia. The siding located between mile posts 286 and 287, west of Casmalia will be known as West siding Casmalia.

The siding opposite station building, Felton, will be known as Felton. The siding located one mile east of Felton will be known as East Siding Felton.

Granite Rock Company will do the switching within switches at Logan; Southern Pacific Company trains will protect.

Bay Development Company will do the switching at Lapis, S. P. Co. trains using this spur must protect.

RULE 107. When passenger trains are at Santa Margarita, engines will not move through house track until such trains have cleared platform unless the movement be properly safeguarded.

RULE D-152. Crossovers are located at following stations between San Francisco and San Jose:

San Francisco (located 100 feet west of west portal Tunnel No. 3), 1740 feet west of Tunnel 4, South San Francisco, Tanforan Wye, San Bruno, Aqua, Millbrae, Broadway, Burlingame, Howest, San Mateo, Leslie, Beresford, Belmont, San Carlos, Redwood City, Redwood Jct., Atherton, Menlo Park, Palo Alto, Mayfield, Mountain View, Sunnyvale, Libby, McNeill and Libby's Spur (Sunnyvale), Lawrence.

Mayfield—Crossing over from Los Altos line to westward main track, trainmen will throw switches as follows: First, house track, second No. 3, third No. 4, then No. 2, which is a facing point switch in eastward main track.

When indicators show block occupied switches must not be lined for crossover movement until flag protection is provided.

When Signal 319 indicates Stop, movement to westward main track must be made under flag protection.

Bay Meadows—When making movement from spur to main track, eastward indicator will show block occupied when westward train is approaching and westward indicator will show block occupied when westward train has passed switch and still in block.

Dwarf signal 199 governing movement from spur will assume proceed position if block not occupied. When signal does not assume proceed position movement may be made in accordance with Rule 509 but must be protected as prescribed by Rule 99.

When moving from Dirigible Base track between Mountain View and Sunnyvale to main track and switch indicator indicates block clear eastward, Signal 367 may be passed in stop position by complying with Rule 509 (f).

Tanforan Wye—Crossover is located between eastward signal 102, and westward signal 111, and switches are numbered 1, 2, 3, and 4.

When passing from third track to eastward or westward main track, switches should be thrown in the following order: No. 1, No. 3, No. 2, No. 4.

Crossover between Tunnels No. 3 and No. 4, switches are numbered No. 1, No. 2, No. 3, No. 4, No. 5, No. 6.

When moving from Carroll Ave. to main track line switches in following order: No. 3, No. 4, No. 1, No. 2.

From industrial district to eastward main track line switches as follows: No. 5, No. 6.

From eastward to westward main track as follows: No. 3, No. 4, No. 5, No. 6.

Switches to crossover just east of Bayshore highway subway are numbered No. 7, No. 8, No. 9, No. 10, No. 11, No. 12.

Movement east on eastward main track or parallel drill track to westward main track, thence to South San Francisco drill, line switches as follows: No. 12, No. 7, No. 8, No. 9.

Movement from east drill track to west drill track, line switches as follows: No. 12, No. 11, No. 10, No. 8, No. 9.

Movement from drill track adjacent to westward main track to westward main track, line switches as follows: No. 8, No. 9, and if movement continued to eastward main track, No. 7, No. 8, No. 9.

After movement is completed switches may be restored to normal position in most convenient manner.

Carnadero—In moving from eastward main track to Tres Pinos line, first throw crossover switch in eastward main track, then other switches as most convenient. From Tres Pinos line to westward main track, first throw derail switch, then junction switch.

RULE 221. All trains except trains originating at San Jose yard must obtain clearance before leaving San Jose.

Westward trains originating at San Jose yard must obtain clearance at Santa Clara Tower.

Eastward Coast division trains and trains via Milpitas line originating at San Jose yard must obtain clearance at San Jose.

Trains must obtain clearance before leaving Santa Cruz.

Eastward trains via Los Altos must obtain clearance before leaving Mayfield.

Light will not be displayed in train order signals at Aptos, Felton or Los Gatos except when train orders are to be delivered.

RULE 221 (A):

It is unnecessary for dispatchers to O. K. a clearance and operators to transmit the address and order numbers from clearance to the train dispatcher, unless requested to do so by train dispatcher, nor will they complete that portion of clearance (Form CS-2643) reading:

"OK at..........M..........Chief Train Dispatcher," all provided that said orders affect movement of a train wholly within block system or signal dispatching limits.

If the orders affect movement, either wholly or in part, outside of the block system or signal dispatching limits, operators must repeat address and order numbers and obtain dispatcher's OK before the orders are delivered.

RULE 516. Overlaps are located at:

Nova—Hathaway—Chittenden—Madrone—Luther...Affecting eastward trains.
Tenant—Spreckles Jct.................................Affecting westward trains.
Casmalia (west siding)...............Affecting eastward and westward trains.

RULE 825. Cars must not be stored within 150 feet of crossings over Monterey Road at Watsonville Junction.

When freight trains are tied up in Watsonville Jct. yard, trainmen will set hand brakes on the rear cars of westward trains and on the head cars of eastward trains.

RULE 848. Applies to deadhead diners handled on rear of trains. Doors must be locked before cars are set out.

RULE 869. In addition to brakemen on freight trains being on top of their trains when descending steep grades, they must ride on top of trains through yards as follows:

Between Bayshore and Tunnel No. 5.

Western Division trains through interlocking plant at Redwood Junction.

San Jose, between the west limits Santa Clara interlocking plant and east limits of San Jose interlocking plant and between College Park and Western Pacific R. R. crossing on College Park-Santa Cruz Branch.

Watsonville Junction, entering and leaving freight yard.

San Luis Obispo, entering and leaving freight yard.

Santa Barbara—Entering and leaving yard.

At points other than those designated when in judgment of conductor it is considered necessary.

TRAIN AND AIR INSPECTION

AIR BRAKE RULE 11.

Freight and mixed trains originating at points where car inspectors are not employed will make air brake test as prescribed by Air Brake Rule No. 11, and will make the rear end brake test at turning points as prescribed by Air Brake Rule No. 17. Rule 17 applies to yard drags between points where air brakes are used.

AIR BRAKE RULE 13.

At lay-over points for passenger equipment, where there are no car inspectors, crews must make air brake test before starting on initial trip, as follows: Brake pipe must be fully charged, engineer then apply air brake; trainmen must examine each car to see whether all brakes are applied. If all brakes apply, trainmen must give signal 16 (e) from rear car, examine each car in train to see that all brakes release, and report condition to the engineer.

AIR BRAKE RULE 16.

To avoid the possibility of sliding wheels when making a running test it must not be made at San Francisco until rear of train has passed Fourth Street, except, trains of over 8 cars must straighten out on 7th Street before the test is made.

When making running test at points where rails may be made slippery from oil and water on rails at water or oil columns, or from engines standing on trains, test must not be made until rear of train has passed such point.

Passenger trains must make running test immediately after passing Summit in Tunnel No. 6 between Cuesta and Thyle, eastward leaving Santa Margarita, and at Glenwood immediately after passing station building.

When running test is made leaving San Francisco, San Jose and San Luis Obispo, trainmen will use signal 16 (h) instead of hand or lamp signal.

AIR BRAKE RULE 17.

Standing air brake test must be made by eastward freight trains at Santa Margarita.

AIR BRAKE RULE 56.

PASSENGER TRAINS: Retainers will be used between San Luis Obispo and Santa Margarita. Eastward from summit to west switch Hathaway and westward from summit to distant block signal, east of Santa Margarita.

When eastward trains have more than four head end cars on which retainers are not accessible while running, stop will be made at Nova, unless a stop is to be made at Serrano; where inaccessible retainers must be turned up. Unless an operating stop is made at Hathaway, the inaccessible retainers will be allowed to operate into San Luis Obispo. On any train, unless there are at least as many cars with retainers accessible as there are with retainers inaccessible, train must stop at Nova or Serrano to turn up the retainers, or when over one-third of the total equipment in train consists of head-end cars on which retainers are not accessible, stop will be made after running test has been made, leaving Santa Margarita before reaching summit of grade, where inaccessible retainers must be turned up.

When a stop is made while retainers are being used, all those accessible, beginning at the rear car of train must be turned down, air exhausted and again turned up.

Westward trains will not exceed twenty miles per hour from summit to Cuesta, and eastward from summit to west portal of Tunnel No. 8, to get retainers in operation before any great distance is covered.

FREIGHT TRAINS: Retainers will be used between San Luis Obispo and Santa Margarita. Eastward from Summit to west switch Hathaway, and westward from Summit to Santa Margarita.

Eastward trains will reduce speed to ten miles per hour from one-half mile west of west switch, to east switch Hathaway to give trainmen an opportunity to turn down retainers, except when train consists of over 45 cars retainers on 15 head cars will be left in retaining position into San Luis Obispo.

One retaining valve must be used for every 120 Ms in train.

When helper engines remain cut into train, three additional retainers to be used for each helper engine.

All available retainers will be used on descending grade, between White Hills and White Hills Junction.

When eastward freight trains consist of 30 to 50 cars, ten retainers, 50 to 75 cars, fifteen retainers, over 75 cars, twenty retainers must be turned up solid just behind engine, from end of double track West Santa Barbara until train has stopped in Santa Barbara yard, when they must be turned down. Trains will reduce speed to 20 M.P.H. approaching West Santa Barbara to enable trainmen to turn up retainers.

Retainers will be used at points other than those designated, and under conditions where in the judgment of conductor and engineer it is considered necessary.

Where retainers are used the rate of speed of freight trains on any grade of over one per cent will not exceed twenty-five miles per hour, and on grades of this character MORE THAN FIVE MILES LONG, FOR THE FIRST FIVE MILES THE TIME CONSUMED IN TRAVELING ANY ONE MILE SHALL NOT BE LESS THAN THREE MINUTES. This will not be authority to exceed specified speed restrictions.

The tonnage of freight trains between San Luis Obispo and Santa Margarita must not exceed 120 Ms per operative brake.

The tonnage of freight trains between Glenwood and Los Gatos and Glenwood and Santa Cruz must not exceed 120 Ms per operative brake.

RULE 827. When conditions are favorable and in the judgment of the conductor it is safe to do so, freight trains may make a run of 55 miles and may run in either direction between Surf and Santa Barbara, Santa Margarita and King City and King City and Watsonville Junction without stopping for inspection.

Eastward freight trains will stop at Chorro ten minutes or more for inspection, except when delayed at Serrano or Nova ten minutes or more inspection may be made at that point and stop at Chorro omitted.

Conductors will show on delay reports where inspections are made and the time consumed in doing so.

AUTOMATIC BLOCK SYSTEM

Main tracks within automatic block system limits not protected by signals—

San Jose. On eastward main track, from westerly line of First Street to interlocking signal governing westerly limits San Jose (Fourth street) interlocking plant.

On westward main track, from a point 50 feet east of easterly line of First Street to signal No. 465.

Santa Cruz. From station building to signal No. 791.

When automatic block signal 467, governing movements from San Jose via Milpitas, is in stop position signalman at Fourth Street Tower, San Jose, will hold trains using this route until flagman has preceded train from block signal as required by Rule 509 in order to avoid blocking street crossings.

The normal position of Signal 518 at Vasona Junction is "stop" and should indicate "proceed" after junction switch has been lined for Campbell-Los Gatos Line. The normal position of Signal 516 is "proceed" and should indicate "stop" when the switch has been lined for the same route.

Distant signal 3025 at Surf is located on left-hand side of track.

OIL BUFFER SPRING SWITCHES

These switches are located at the end of double track at the following points and the indicated speed must not be exceeded while trains are passing over such switches:

West Santa Barbara:	Trailing	westward	30 MPH.
	Facing	eastward	20 MPH.
Hadley Tower:	Trailing	eastward	30 MPH.
	Facing	westward	30 MPH.
Watsonville Jct. yard:	Trailing	eastward	30 MPH.
	Facing	westward	30 MPH.
Logan:	Trailing	westward	30 MPH.
	Facing	eastward	20 MPH.
Sargent:	Facing	westward	30 MPH.
	Trailing	eastward	30 MPH.
Gilroy:	Facing	eastward	30 MPH.
	Trailing	westward	30 MPH.
Coyote:	Trailing	eastward	30 MPH.
Lick:	Trailing	westward	30 MPH.
	Facing	eastward	20 MPH.
Redwood Jct.	Trailing	eastward	30 MPH.
(Western div.)	Facing	westward	30 MPH.

When making trailing point movement and train is stopped on switch, a reverse movement must not be made, nor the slack taken, until the switch has been thrown by hand.

Running switches are prohibited and sand, blow off cocks and injectors must not be used nor boosters started, while passing over these switches.

When an automatic or semi-automatic signal in advance of a facing point switch indicates "stop," a careful examination of the switch must be made before passing over it.

At Coyote, when signal 634 located West of the end of double track is in stop position, oil buffer spring switch must be thrown by hand before and after movement has been made.

INTERLOCKING

One short and two long sounds of whistle is signal for Coast Division main track.

Movements governed by short-arm or dwarf signals must be made with caution and position of switches observed, as such signals govern movements for various routes.

FOURTH STREET—San Francisco

Limits extend from point where main tracks intersect King Street to Terminal Station and include main tracks, leads and certain switches adjacent.

Trains or engines from train sheds, may proceed to first signal eastward.

One sound of air whistle in tower requires that trains and engines within limits of plant must stop.

As detector circuits control switches, cars or engines must not be left standing on them.

Tracks and switches within this plant are numbered. Yardmen and signalmen when arranging movements will use track, or switch numbers to avoid misunderstanding. Telephone instructions must be carefully given and repeated.

POTRERO—San Francisco

Limits extend from signal 650 feet east of east portal of Tunnel No. 1, on westward main track to signal 600 feet west of tower on eastward main track.

Telephone located in shelter shed at 23d Avenue for trains and engines to communicate with tower when interlocking signal at east portal Tunnel No. 1 is in stop position.

Whistle signals governing routes as follows:

For Mission Bay Yard, one long, one short, one long.
For Roundhouse, three short, one long, one short.
For Track No. 2, one short, one long, three short.
For Track No. 3, one short, one long, two short.
For track adjacent and parallel to eastward main track............ two short, one long, two short.

To facilitate movement, engines and drags when ready to leave San Francisco or Bayshore, will use following whistle signals for route desired at Bayshore:

For outbound yard, one long, one short, one long, one short.
For inbound yard, two short, one long, one short.
For movement into yard, Bayshore, through either 5 or 7 switch just east of westward crossover which is 300 feet east of Bayshore station............................ one short, two long, one short.

Signalman Potrero Tower will notify signalman Bayshore Tower where engines and drags desire to go on their arrival at Bayshore.

BAYSHORE

Limits extend from signal 330 feet east of east portal Tunnel No. 4, on eastward main track to signal 1850 feet east of east portal Tunnel No. 4 on westward main track.

Whistle signals governing routes as follows:

For outbound yard, one long, one short, one long, one short.
For inbound yard, two short, one long, one short.
For movement into yard through either 5 or 7 switch located just east of westward crossover 300 feet east of Bayshore station.... one short, two long, one short.
For car repair yard, two short, one long, two short.
For drill Track No. 1, three short, one long, one short.
For drill Track No. 2, one short, one long, three short.
For lead No. 3, two long, one short, two long.

To facilitate movement, engines and drags when ready to leave for San Francisco, will use following whistle signals:

For Mission Bay yard, one long one short, one long.
For Track No. 2, one short, one long, three short.
For Track No. 3, one short, one long, two short.

Signalman Bayshore Tower will notify signalman Potrero Tower where engines and drags leaving Bayshore desire to go on their arrival at San Francisco.

Movement from Garbage Spur to westward main track must be made under flag protection, as switch is not connected with Interlocking plant.

VISITACION TOWER

The limits extend from signal 935 feet east of tower on eastward main track to signal bridge 780 feet west of tower.

Whistle signals governing routes as follows:

For inbound track, one long, one short, one long.
For Tunnel No. 5 Spur, three short, one long, one short.
For outbound track, one short, one long, two short.

NINTH AND DIVISION STREETS—San Francisco

Limits on Coast Division tracks extend from signal 250 feet west of tower to signal 600 feet east of tower.

Whistle signals governing routes as follows:

For Chemical Works, three short, one long, one short.
For Upper Stone yard, two short, one long, two short.
For Lower Stone yard, one short, one long, two short.
Portland Cement Co.'s track, one short, two long, one short.
For Dunham, Carrigan and Hayden Spur.............. one long, one short, one long, one short.
For old eastward track, one long, one short, one long.

REDWOOD JUNCTION

Limits extend from signal bridge 740 feet west of tower to signal bridge 870 feet east of tower on Coast Division, and to signal 950 feet east of tower on Western Division.

Whistle signals governing routes as follows:

To Western Division eastward, one long, one short, one long.
To Western Division westward, one long, one short, one long, one short.
Movement against current traffic, one short, one long, three short.
For siding, two short, one long, two short.
For drill track westward, two short, one long, one short.
For Harbor Spur, one short, one long, two short.
For Pratt-Lowe Co.'s spur, one short, two long, one short.

SANTA CLARA

Limits extend from signal 2150 feet east of tower on Coast Division westward main track to signal 1675 feet west of tower on Coast Division eastward main track, and on Newark Line to signal 1650 feet west of tower.

One sound of siren in tower requires that all trains and engines within the limits of the plant must stop.

Whistle signals govern routes as follows:

For Newark Line, two short, one long, two short.
For Yard, one long, one short, one long.
Yard to roundhouse, one long, one short, one long, one short.
Yard to San Jose station, three short, one long, one short.
Yard to Santa Clara drill track, one short, two long, one short.
Yard to drill track, two short, one long, one short.
Yard to old team track, one short, one long, three short.

COLLEGE PARK

Limits extend from signal bridge 1200 feet west of tower to signal 700 feet east of tower on westward main track.

Westward movement between College Park and train yard will be on drill track unless otherwise instructed by yard master.

Whistle signals governing routes as follows:

For westward movement to train yard via drill track...................... one short, two long, one short.
For track 51 to train yard, two short, one long, two short.
For San Jose freight yard, one long, two short, one long.
For Santa Cruz drill track, one long, one short, one long, one short.
For Santa Clara, drill track, three short, one long, one short, one long.
From roundhouse to eastward main track, one short, two long, two short.

SAN JOSE—(Coast Division)

Limits extend from signals just west of First Street to signal at Fourth Street.

Signalman will not change signals to proceed for westward Coast Division main track trains while westward track in station is occupied by a train.

Whistle gisnals governing routes as follows:

For Coast Division trains to Freight Yards, one long, one short, one long.
For Shed track, one short, two long, one short.
For Eastward main track, one short, one long, three short.
For Security warehouse spur, one long, one short, one long, one short.
For Hunt Bros. plant No. 2, two short, one long, one short.

SAN JOSE—(Western Division)

Limits extend from signals just west of First Street to signal at Third Street.

Whistle signals governing routes as follows:

For Western Division trains to Freight Yard, one long, one short, one long.
For San Jose Yard to Niles line, two short, one long, two short.
For Borchers Spur, three short, one long, one short.
For Hunt Bros. plant No. 1, one short, one long, two short.

WEST SAN JOSE

Limits extend from signal 486 feet west of tower to signal 604 feet east of tower.

No signal operators on duty. Signals, switches and derails in position for Southern Pacific main track movements and against Western Pacific movements.

When signals indicate stop, paragraph (c) of Rule 663 will govern.

Interlocking derail switches on drill tracks are hand operated and movements over Western Pacific tracks on these tracks must be made under provisions of Rule 663.

Speed on main track must not exceed 30 M. P. H. through limits of plant.

VALBRICK

Limits extend from signal 730 feet west of tower to signal 1000 feet east of tower.

No signal operators on duty. Signals, switches and derails in position for Southern Pacific main track movements and against Western Pacific movements.

When signals indicate stop, paragraph (c) of Rule 663 will govern.

Switches and derails at east end of siding and to industry tracks are hand operated. Movements over Western Pacific tracks on siding must be made under provisions of Rule 663.

Speed on main track within interlocking limits is restricted to 30 M. P. H. for passenger and 20 M. P. H. for freight trains.

HADLEY TOWER

Limits extend from signal 2591SA east of Tower to interlocking signal located 1050 feet west of Tower.

Signal 2591SA governs movements west on westward main track. Interlocking signal located 1050 feet west of Tower governs movements from eastward main track to single track.

Dwarf light signal, located west of Tower will remain in its most restrictive position and movements against the current of traffic will be made under flag protection.

Signal operators will not be on duty except between the hours of 7:00 A. M. and 11:30 A. M. and 12:30 P. M. and 4:00 P. M. daily except Sunday.

During hours when no signal operator on duty signals, switches and derails will be in position for Southern Pacific main track movements and against Pacific Coast Railway movements. When signals indicate stop, paragraph (c) of Rule 663 will govern.

Telephone is located in Tower.

MOVEMENTS BETWEEN BAYSHORE AND UNION STOCK YARDS

When making movements from Bayshore to Union Stock Yard, it will be handled from westward main track through switch located 300 feet west of west portal Tunnel No. 3 and following rules will govern the movements:

INBOUND: Necessary flag protection will be provided on westward main track while switches are being lined up and until movement is clear of main track. All members of the crew will accompany yard engine to stock corrals.

OUTBOUND: When ready to make the movement, flagman will immediately proceed to telephone located at East portal Tunnel 3 and communicate with other member of crew at telephone at 14th Avenue, indicating that proper protection has been provided on Westward main track. In the meantime foreman will obtain by telephone a line-up of trains and other movements from signal operator at Bayshore. When conditions are such that crossover can be made the switches will be lined as follows: First derail, then crossover switch in eastward main track, then crossover switch in westward main track and last switch from main track to stock track. After crossover movement has been made, line switches in normal opsition, closing crossover switch to eastward main track last. After which flagman may be recalled.

On double indicator, located near derail on stock track, eastward indicator will indicate "block occupied" after a westward train has passed the center of Tunnel No. 4 and remain so until the train has passed Signal No. 31 at the east end of viaduct at 14th Avenue. Westward indicator will indicate "block occupied" after an eastward train has passed Signal No. 22 at west end of viaduct and remain so until the train has passed Signal No. 38 located 500 feet east of east portal of Tunnel No. 3.

None of the switches above referred to must be changed from the normal position if one or both indicators indicate "block occupied."

When Santa Fe are operating tracks in this vicinity, Southern Pacific crews must make movements to Stock Yards under flag protection.

MISCELLANEOUS

1. Engines with engine tenders of less than 9,000 gallon capacity must have full tank of water leaving San Luis Obispo westward and Santa Margarita eastward.

Westward passenger trains over 12 cars take water East of San Jose in order to avoid blocking First Street, San Jose.

Eastward passenger trains moving via Los Gatos and having trains with 6 cars or less will take full tank of water at Los Gatos. Trains with more than 6 cars will take full tank of water at Mayfield, and will not be required to take water at Los Gatos or Wright unless necessary for operating reasons.

Engines on eastward freight trains will be given full tank of water at Los Gatos and will avoid blocking street crossings.

9. Westward first-class trains from West San Jose, will stop to clear fouling point of switch leading to roundhouse lead at College Park. If track is then seen to be clear, train may proceed to interlocking signal while conductor is registering.

10. 1400, 1500, 2400, 3000, 3100, or 3200 class engines except P11 type, must not be used between Vasona Junction and Santa Cruz, except that 2400 class P1 and P3 type may be used between Vasona Jct. and Los Gatos, but must have full tank of water before leaving Los Gatos.

2400, 3000 and 3100 class engines except P11 type, must not be used between Watsonville Jct. and Santa Cruz.

2400, 3000 and 3100 class engines, except P1, 3, 11 type, must not be used between Castroville and Pacific Grove. P1 and 3 types to be used only in an emergency and must not exceed 10 miles per hour where slow boards restrict to 25-18.

19. Narlon spur takes off of Narlon house track and is 4.0 miles long. A spur of 19 car capacity known as No. 1 is 2.3 miles from Narlon and a spur of 25 car capacity known as No. 2 is 4.0 miles from Narlon.

21. Westward trains arriving Redwood Junction during early morning hours when impossible to leave ahead of passenger trains, will stop east of Middlefield road crossing so local crews will not be delayed switching spurs.

SPEED TABLE

SPEED PER HOUR	1 MILE IN MIN. SEC.	SPEED PER HOUR	1 MILE IN MIN. SEC.	SPEED PER HOUR	1 MILE IN MIN. SEC.	SPEED PER HOUR	1 MILE IN MIN. SEC.
6	10.00	24	2.30	37	1.37	49	1.13
8	7.30	25	2.24	38	1.34	50	1.12
10	6.00	26	2.18	39	1.33	51	1.10
12	5.00	27	2.13	40	1.30	52	1.09
15	4.00	28	2.08	41	1.27	53	1.08
16	3.45	29	2.04	42	1.25	54	1.06
17	3.31	30	2.00	43	1.23	55	1.05
18	3.20	31	1.56	44	1.21	56	1.04
19	3.09	32	1.52	45	1.20	57	1.03
20	3.00	33	1.49	46	1.18	58	1.02
21	2.51	34	1.45	47	1.16	59	1.01
22	2.43	35	1.42	48	1.15	60	1.00
23	2.36	36	1.40				

SPEED RESTRICTIONS

SPEED OF ANY PASSENGER TRAIN MUST NOT EXCEED 50 MILES PER HOUR, EXCEPT THAT BETWEEN BAYSHORE AND COLLEGE PARK, LICK AND SARGENT, LOGAN AND WEST SWITCH, WATSONVILLE JCT. YARD, SALINAS AND MP 124, SAN ARDO AND SOLEDAD, PISMO AND GUADALUPE A MAXIMUM SPEED OF 60 MILES PER HOUR MAY BE MADE, PROVIDING TENDER IS OF OVER 7,000 GALLONS OF WATER CAPACITY, IF OF 7,000 GALLONS OR LESS MAXIMUM SPEED MUST NOT EXCEED 50 MILES PER HOUR.

SPEED OF FREIGHT AND MIXED TRAINS MUST NOT EXCEED 35 MILES PER HOUR EXCEPT THAT BETWEEN BAYSHORE AND SANTA CLARA, LICK AND SARGENT, LOGAN AND WEST SWITCH WATSONVILLE JCT. YARD, SALINAS AND SANTA MARGARITA AND PISMO AND SURF A MAXIMUM SPEED OF 40 MILES PER HOUR MAY BE MADE.

MT 1, 2, 3, 4, 5 TYPE ENGINES MUST NOT EXCEED SPEED OF 20 MILES PER HOUR WHERE SLOW BOARDS RESTRICT SPEED ON CURVES TO 25 MILES PER HOUR, NOR EXCEED A SPEED OF 28 MILES PER HOUR WHERE SLOW BOARDS RESTRICT TO 30 MILES PER HOUR.

F 3, 4, 5, 6, AND S.P. 1, 2, 3, TYPE ENGINES MUST NOT EXCEED SPEED OF 20 MILES PER HOUR WHERE SLOW BOARDS RESTRICT TO 25 MILES PER HOUR, NOR EXCEED SPEED OF 25 MILES PER HOUR WHERE SLOW BOARDS RESTRICT TO 30 MILES PER HOUR.

THE FOLLOWING TYPES OF ENGINES MUST NOT EXCEED MAXIMUM SPEED AS INDICATED:

"TW"—"C" 11, 12, 14, 15, 17—"MK" 2, 4—"MC" 2, 4, 6—"AC" 1, 2, 3, 4, 5	40 MPH
"C" 2 to 10 and 18 to 23 incl.—"F" 1, 3, 4, 5, 6—"SP" 1, 2, 3—"MM" 2—"AM"	45 MPH
"M"—"T" 1, 2, 7, to 23, 28, 31, 34, 36, SD&A, 20 and 26—"MK" 5, 6, 7, 8, 9	50 MPH

THE SPEED OF 4000, 4100 AND 5000 TYPE OF ENGINES MUST BE RESTRICTED TO 30 MILES PER HOUR OVER: PAJARO RIVER BRIDGE 92-B, CHITTENDEN; SANTA MARIA BRIDGE 275-C, GUADALUPE

MT-2 TYPE ENGINES (4385-4390) WILL NOT EXCEED 30 MILES PER HOUR AND 4400 CLASS ENGINES 25 MILES PER HOUR OVER PAJARO RIVER BRIDGE, 92-B, CHITTENDEN; SANTA MARGARITA CREEK, 232-D, SANTA MARGARITA; SANTA MARIA RIVER, 275-C, GUADALUPE; ARROYO HONDA, 343-C, LENTO; EL CAPITAN, 350-F, CAPITAN.

TRAINS MUST NOT EXCEED THE SPEED IN MILES PER HOUR AS SHOWN BELOW. THIS DOES NOT AUTHORIZE EXCEEDING OTHER SPECIFIED SPEED RESTRICTIONS.

Pages	BETWEEN	Passenger	Freight or Mixed	Engines (with or without train) Backing	Engines Running Light	Switch Engines running under own steam or towed in trains
2-3-4-5-6	San Francisco, Third St. Station—East Portal Tunnel No. 1—1.8 miles	25	25	15	25	20
2-3-4-5-6	East Portal Tunnel No. 1—Bayshore	50	25	20	35	20
2-3-4-5-6	Bayshore—College Park	60	40	20	35	20
2-3-4-5-6	College Park—San Jose	45	35	20	30	20
7	Mayfield—Vasona Junction	40	30	20	30	20
7	Vasona Junction—Los Gatos	30	18	15	25	20
7	Los Gatos—Eva	20	15	10	20	20
7	Eva—Santa Cruz	25	18	15	25	20
8-9	San Jose—Lick	50	35	20	35	20
8-9	Lick—End of double track Sargent	60	40	20	35	20
8-9	End of double track Sargent—Logan	50	35	20	35	20
8-9	Logan—West switch, Watsonville Jct. yard	60	40	20	35	20
8-9	West switch, Watsonville Jct. yard—Yard office	45	30	20	35	20
8-9-10	Yard Office—East end of double track, Watsonville Jct. (Eastward track)	10	10	10	10	10
9	Carnadero—Tres Pinos	30	25	15	30	20
10	Watsonville Junction—Salinas	50	35	20	35	20
10	Salinas—M. P. 124	60	40	20	35	20
10	M. P. 124—Soledad	50	40	20	35	20
10	Soledad—San Ardo	60	40	20	35	20
11	San Ardo—Santa Margarita	50	40	20	35	20
11	Santa Margarita—Goldtree	30	18	15	22	20
11	Goldtree—San Luis Obispo	45	18	15	22	20
12	San Luis Obispo—Pismo	50	35	20	35	20
12	Pismo—Guadalupe	60	40	20	35	20
12	Guadalupe—Surf	50	40	20	35	20
12-13	Surf—Santa Barbara	50	35	20	35	20
13	Surf—Lompoc	20	20	15	20	20
13	Lompoc—White Hills	15	15	10	10	10
8	Santa Cruz—Watsonville Junction	30	25	15	25	20
8	Davenport—Santa Cruz	30	30	20	25	20
14	Castroville—Monterey	40	30	15	30	20
14	Monterey—Pacific Grove	25	18	15	20	20
14	Pacific Grove—Asilomar	15	15	10	15	15
14	Spreckels Junction—Spreckels		15	10	15	15
14	College Park—Vasona Junction	40	30	20	30	20
14	Valencia St.—San Bruno via Tanforan	15	15	12	15	15

Where the maximum speed is 35 M. P. H. for engines running light, Class E, P, A, Mt. 1, 2, 3, 4, 5, and GS1 engines may make 40 M. P. H.

Disabled engines (except Switch engines Type S and SE) hauled in trains or running under own steam:	M.P.H.
When main rod only is removed	30
When side rods only are removed	30
When both main and side rods are removed	20

2, 10, 2 and heavier type of engines with main and side rods removed must not be handled in trains and when handled special, a speed of 15 M. P. H. must not be exceeded.

Relief trains with steam derrick	25
Through crossovers, turn outs and on sidings unless otherwise specified	10
San Luis Obispo yard, limits indicated by slow boards	15
La Franc and Lick Branches, on curves	6
San Francisco—San Bruno, yard drags: SW type engines	20
Other type engines	35
M. of W. crane 4046 with light end forward	25
Through interlocking plants	With caution

Wooden passenger cars, when used in main line service, must be equipped with steel center sills and steel platforms, except:

(a) Wooden baggage, express and other head-end cars not so equipped may be used, when entire consist of train is composed of such equipment, or may be handled on head end of passenger trains, provided consist thereof does not exceed seven cars, and inspection indicates movement can be made with entire safety.

(b) Wooden passenger-carrying cars not so equipped may be used in local passenger trains and in local extras, operated account Holiday or excursion traffic, provided speed of such trains is restricted to forty miles per hour. When consist of local regular or extra trains contain both wooden and steel passenger-carrying cars, the wooden equipment must be kept together and on the rear.

SPEED OF TRAINS REGULATED THROUGH CITY LIMITS

	M.P.H.
San Francisco—San Bruno Line between 3rd and Valencia Sts.	15
Burlingame trains 72, 34, 69 and 36 (over crossings Oak Grove Ave. to Peninsula Ave. incl.)	30
Redwood City	45
San Jose, unprotected grade crossings	12
Palo Alto (over University Ave. to Lytton Ave.)	20
Gilroy	35
Santa Cruz, Watsonville	20
Hollister	15
Salinas: From westerly city limit signs to Main St.	35
From Main St. to Cattleman's Lane	25
Santa Barbara	20

LOCATION OF OVERHEAD AND SIDE CLEARANCE STRUCTURES NOT STANDARD CLEARANCE

M.P.	EAST OF	WEST OF	DESCRIPTION
1.3	San Francisco	Bayshore	Mariposa St. Bridge
1.3	“	“	A. T. & S. F. R. R. Crossing
1.5	“	“	Tunnel 1
1.7	“	“	22nd Street Crossing
1.9	“	“	23rd Street Crossing
2.0	“	“	Tunnel 2
3.1	“	“	Oakdale Avenue
3.7	“	“	Williams Ave. Bridge
3.4	“	“	Tunnel 3
4.2	“	“	Paul Ave.
4.6	“	“	Tunnel 4
7.7	Bayshore	South San Francisco	“ 5
29.7	Menlo Park	Palo Alto	San Francisquito Creek Bridge
46.9	San Jose	Passenger Station	Station Building
200.6	Bradley	Nacimiento	Salinas River Bridge
222.0	Templeton	Asuncion	Road Crossing
232.3	Santa Margarita	Cushing	Santa Margarita Creek Bridge
239.6	Cuesta	Thyle	Tunnel 6
240.2	Thyle	Serrano	“ 7
240.9	“	“	“ 9
241.7	“	“	“ 10
245.8	Serrano	Chorro	“ 11
251.1	Hathaway	San Luis Obispo	Road Crossing
251.2	“	“	“
251.8	“	“	“
261.4	Tiber	Pismo	Villa Creek, 2nd Crossing
262.7	“	“	Villa Creek, 3rd Crossing
266.4	Oceano	Callender	Arroyo Grande River Bridge
275.4	Bromela	Guadalupe	Santa Maria Bridge
279.5	Guadalupe	Waldorf	Road Crossing
318.3	Sudden	Jalama	Tunnel 12
334.4	Drake	Sacate	“ 13
335.0	Sacate	Gaviota	Overhead Bridge

SAN FRANCISCO—SAN BRUNO Via OCEAN VIEW

3.0	Valencia Street	Bernal	Dolores Street Bridge

VASONA JUNCTION—SANTA CRUZ

61.4	Wright	Laurel	Tunnel 1
63.5	Laurel	Glenwood	“ 2
65.9	Clems	Tank Siding	“ 3
69.3	Meehan	Olympia	“ 4
72.3	Felton	Lime Kiln Spur	San Lorenzo River Bridge
73.1	Felton	Big Trees	Redwood tree (side clearance)
73.4	Big Trees	Rincon	San Lorenzo River Bridge
74.1	“	“	Tunnel 5
78.2	Eblis	Park Street	“ 6

WATSONVILLE JCT.—SANTA CRUZ

80.1	Santa Cruz	Seabright	San Lorenzo River Bridge
90.1	Leonard	Robroy	Road Crossing

CASTROVILLE—PACIFIC GROVE

113.5	Nashua	Neponset	Salinas River Bridge

AVERAGE TARE WEIGHT OF PASSENGER TRAIN CARS

CLASS	All Steel	Steel Under-frame	Wood
Baggage—60 ft.	93,070	....	....
“ —66 ft.	127,610	....	....
“ —70 ft.	122,620	....	....
“ —70 ft. (with Auto.End Door)	125,800	....	....
“ —(Dynamo)	98,730	....	....
“	....	87,120	81,120
Baggage and Mail—60 ft.	103,620	....	....
“ “ “ —69 ft.	124,760	....	....
“ “ “ —70 ft.	129,140	....	....
“ “ “	....	103,590	99,200
Baggage and Passenger	108,675	112,640	76,320
Express Refr.—N.P.Ry.	....	74,000	60,000
“ “ —G.N.Ry.	....	....	70,000
“ “ —A R.E. No. 40- 154	....	78,000	....
“ “ — “ “ 155- 224	....	89,000	....
“ “ — “ “ 500- 506	....	110,000	....
“ “ — “ “ 1101-1175	....	85,000	....
“ “ —P.F.E. “ 500- 799	....	83,000	....
Tea and Silk	....	....	48,180
Express, Horse	133,050	....	81,033
Postal	112,120	....	....
Postal Storage—40 ft.	74,530	....	....
“ “ —60 ft.	105,120	....	....
Club	146,210	122,300	....
Official	170,700	155,370	109,370
Chair—60 ft.	100,620	....	84,740
“ —74 ft.	163,900	....	....
Coaches—60 ft.	98,130	....	....
“ —70 ft.	137,640	....	....
“ —72 ft.	139,660	....	....
“ —73 ft.	148,040	....	....
“ —72 ft. (Interurban)	120,000	....	....
“	....	....	81,210
All Day Lunch—Chair	105,970	....	....
“ “ —Coach	103,875	....	....
Cafe Coach	....	138,600	....
Diner—70 ft.	....	135,930	131,040
“ —72 ft.	155,330	146,930	134,530
“ —77 ft. (Arch Type Roof)	156,000	....	....
“ —77 ft. (Clere Story Roof)	161,520	165,530	....
“ —79 ft.	169,100	....	....
“ —80 ft.	175,200	....	....
Cafe Parlor	148,950	161,200	....
Lounge	173,000	....	....
Observation—75 ft.	154,400	....	....
“ —77 ft.	173,300	....	....
“	....	141,870	121,300
Pullman—Observation	164,600	153,000	....
“ —Observation Lounge	171,200	....	....
“ —Lounge	168,700	....	....
“ —Parlor	155,600	147,500	....
“ —Bedroom Car	167,600	....	....
“ —Standard Sleeper	164,600	144,000	....
“ —Tourist	140,600	133,000	....
Rail Car—Gas-Electric, 400 H.P.	158,400	....	....
“ —Gas-Electric, 600 H.P.	167,200	....	....
“ —McKeen—55 ft.	64,140	....	....
“ — “ —70 ft.	71,530	....	....
Observation (Open Top)	....	....	62,000

For Air Conditioned Cars—Add to above weights:

Steam Ejector	11,000 lbs.
Mechanical	10,000 “
Ice Activated (In service)	10,000 “
Ice Activated (Without ice)	7,500 “

SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. W. B. Coffey	Chief Surgeon and Mgr.
San Francisco	Dr. J. H. O'Connor	Division Surgeon.
San Francisco	Dr. C. A. Walker	District Surgeon.
San Francisco	Dr. G. R. Carson	District Surgeon.
San Francisco	Dr. H. B. Graham	Aurist.
San Francisco	Dr. Grant Selfridge	Aurist.
San Francisco	Dr. Wilbert F. Swett	Oculist.
San Francisco	Dr. John C. Williams	Oculist.
Daly City	Dr. Jos. Butler	District Surgeon.
So. San Francisco	Dr. Edwin I. Bartlett	District Surgeon.
So. San Francisco	Dr. W. H. Musselman	Asst. District Surgeon.
Ocean View	Dr. Harry A. Deering	Emergency Surgeon.
San Bruno	Dr. F. Holmes Smith	Emergency Surgeon.
San Mateo	Dr. Alan Benner	District Surgeon.
San Mateo	Dr. Benj. H. Page	District Surgeon.
Redwood City	Dr. Harper Peddicord	District Surgeon.
Mayfield	Dr. Granville Wood	Emergency Surgeon.
Palo Alto	Dr. L. E. Phillips	District Surgeon.
Sunnyvale	Dr. Tolbert Watson	Emergency Surgeon.
Campbell	Dr. W. I. Merrill	Emergency Surgeon.
Los Gatos	Dr. Wm. R. Harder	District Surgeon.
Los Gatos	Dr. R. P. Gober	Consulting Surgeon.
Ben Lomond	Dr. W. A. Phillips	District Surgeon.
Santa Cruz	Dr. A. L. Phillips	District Surgeon.
Davenport	Dr. R. D. Rood	District Surgeon.
Mountain View	Dr. A. H. McFarlane	District Surgeon.
Santa Clara	Dr. J. I. Beattie	District Surgeon.
San Jose	Dr. T. V. Moore	District Surgeon.
San Jose	Dr. D. R. Threlfall	Asst. District Surgeon.
San Jose	Dr. D. A. Beattie	Consulting Surgeon.
Morganhill	Dr. L. V. Saph	District Surgeon.
Gilroy	Dr. R. H. Prien	District Surgeon.
Hollister	Dr. L. E. Smith	District Surgeon.
Watsonville	Dr. F. H. Koepke	District Surgeon.
Watsonville	Dr. D. S. Woodward	Asso. District Surgeon.
Watsonville	Dr. L. M. Liles	District Surgeon.
Pacific Grove	Dr. H. S. Hoyt	District Surgeon.
Pacific Grove	Dr. H. M. Hoyt	Consulting Surgeon.
Salinas	Dr. E. Wiley Reeves	District Surgeon.
Salinas	Dr. Rollin Reeves	Asst. District Surgeon.
Castroville	Dr. C. E. Schultz	District Surgeon.
Gonzales	Dr. L. P. Davlin	Emergency Surgeon.
Soledad	Dr. F. E. Weibe	District Surgeon.
King City	Dr. C. T. Bullard	District Surgeon.
San Miguel	Dr. C. R. Kennedy	District Surgeon.
Paso Robles	Dr. Gifford L. Sobey	District Surgeon.
Atascadero	Dr. H. McGarvey	Emergency Surgeon.
Santa Margarita	Dr. Harry J. Coventry	Emergency Surgeon.
San Luis Obispo	Dr. F. R. Mugler	District Surgeon.
San Luis Obispo	Dr. J. W. Nielson	District Surgeon.
San Luis Obispo	Dr. J. B. Butler	Asso. District Surgeon.
San Luis Obispo	Dr. C. P. Proudfoot	Oculist and Aurist.
Guadalupe	Dr. W. D. Sink	District Surgeon.
Guadalupe	Dr. W. C. Conser	Asst. District Surgeon.
Guadalupe	Dr. A. L. Mollath	Asso. District Surgeon.
Lompoc	Dr. L. E. Heiges	District Surgeon.
Lompoc	Dr. L. E. Heiges, Jr.	Assoc. District Surgeon.
Santa Barbara	Dr. Kent R. Wilson	District Surgeon.
Santa Barbara	Dr. C. S. Stevens	District Surgeon.
Santa Barbara	Dr. A. B. Steele	Asso. District Surgeon.
Santa Barbara	Dr. Wm. J. Mellinger	Aurist.
Santa Barbara	Dr. Wm. H. Johnson	Oculist.

Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

DIVISION MILEAGE

First Main Track

San Francisco 3rd St. to Santa Barbara	S. P. R. R. Co.	354.92		
	S. P. Co.	10.37	365.29	
End Western Division to San Jose	C. P. Ry.		1.51	
End Western Division to Santa Clara	S. P. C. Ry.		1.28	
End Western Division to Redwood Junction	C. P. Ry.		1.37	
Total First Main Track				369.45

Second Main Track

San Francisco to Santa Barbara	S. P. R. R. Co.	65.94		
	S. P. Co.	10.37	76.31	
Redwood Jct. to Sweeny	C. P. Ry.		1.32	
Total Second Main Track				77.63
Total 1st and 2nd Main Track				447.08

First Branch Track

Campbell to La Franc	S. P. C. Ry.		4.76	
College Park to Santa Cruz	S. P. C. Ry.		34.76	
Santa Cruz to Davenport	S. P. R. R. Co.		11.91	
Surf to White Hills	S. P. R. R. Co.		14.31	
Mayfield to Vasona Junction	S. P. Co.		16.27	
Castroville to Lake Majella	S. P. R. R. Co.		19.60	
Lick to Alamitas	S. P. R. R. Co.		3.62	
Watsonville Junction to Santa Cruz	S. P. R. R. Co.		20.19	
San Francisco to San Bruno	S. P. R. R. Co.		13.18	
Baden to San Bruno via South San Francisco	S. P. R. R. Co.	1.60		
	S. P. Co.	1.29	2.89	
Spreckels Junction to Spreckels	S. P. R. R. Co.		2.84	
Carnadero to Tres Pinos	S. P. R. R. Co.		18.45	
Total First Track				162.78
Total Branches				162.78
Total All Tracks Coast Division				609.86

RATING OF LOCOMOTIVES—COAST DIVISION—In Ms of 1000 lbs. Back of Tender.

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	San Francisco to Morganhill Watsonville Jct. to Morganhill San Jose and San Francisco Santa Margarita to Watsonville Jct.	Morganhill to Watsonville Jct. Morganhill to San Jose	Watsonville Jct. to Santa Margarita	Santa Margarita to San Luis Obispo	San Luis Obispo to Santa Margarita	San Luis Obispo and Santa Barbara
M-4	M-63 20/28 126	1615 to 1713	190	2950	....	2550	780	700	1750
M-4	M-63 20/28 135-S								
M-6	M-63 21/28 150-S	1725 to 1769, 1780 to 1803	200	3650	....	3150	990	890	2150
M-9	M-63 21/28 150-S	1804 to 1822, 1828 to 1830, 1836	210	3850	....	3350	1050	950	2250
T-1	T-63 20/26 112	2239 to 2271	180	2650	....	2300	700	630	1550
T-26	T-69 21/28 152-S	2283 to 2299	200	3400	....	2950	860	770	1950
T-28, 31	T-63 22/28 162-S	2311 to 2362	210	4200	....	3650	1150	1050	2500
T-32	T-69 23/28 174-S	2363 to 2370, 2372 to 2384	210	4300	....	3750	1150	1050	2550
P-1,3,5	P-77 22/28 141-S	2400 to 2452, 2459, 2460	210	3500	....	3050	860	770	2000
P-4	P-77 23/28 155/B-58-SF	2400 to 2437	210	4000	....	3450	1000	860	2400
P-6	P-77 25/28 172-S	2453 to 2458	200	4300	....	3750	1100	970	2500
P-7	P-73 25/28 171-S	2476, 2477	200	4350	....	3800	1150	1050	2550
P-8, 10	P-73 25/30 181-SF	2461 to 2474, 2478 to 2483	200	4600	10000	4000	1200	1050	2650
P-10	P-73 25/30 183/B-63-SF	2484 to 2491	200	4800	10000	4150	1250	1150	2900
P-11	P-68 24/26 157-S	3100 to 3109	180	3700	....	3200	900	800	2100
P-12	P-73 27/28 189-SF	3120 to 3129	190	5050	10000	4400	1250	1150	2900
P-12	P-73 26/28 189-SF		205						
C-9, 10	C-57 22/30 194-S	2513 to 2599, 2750, 2752 to 2860	210	4600	10000	3950	1300	1150	2700
C-9, 10	C-57 22/30 200-SF								
C-8	C-57 22/30 192-S	2698 to 2749, 2751							
C-5	C-57 22/30 187-S	2624 to 2679							
C-5	C-57 22/30 185-S	2680 to 2693							
C-5	C-57 22/30 180	2624 to 2679	200	4100	....	3550	1150	1050	2400
C-5	C-57 22/30 178	2680 to 2693							
TW-1	TW-54 22/26 147	2900 to 2913	180	3500	....	3050	950	850	2050
TW-3	TW-50 20/26 120	2932 to 2945	170	2900	....	2500	800	700	1700
TW-2	TW-50 20/26 118	2947 to 2952							
TW-8	TW-54 21/32 161-S	2914 to 2921, 2923	190	3900	....	3200	1050	950	2250
A-3	A-81 20/28 112-S	3025 to 3071	210	2800	....	2400	630	550	1550
A-3	A-81 20/28 120/B-64-SF	3025 to 3071	210	2900	....	2500	630	550	1700
Mk-2, 4	Mk-57 23¾/30 206-S	3200 to 3240	210	5400	10000	4650	1500	1350	3200
Mk-2, 4	Mk-57 23¾/30 222-SF								
Mk-4	Mk-57 23¾/30 230-SF								
Mk-5, 6	Mk-63 26/28 210-S	3241 to 3277	210	5850	12000	5150	1600	1450	3500
Mk-5, 6	Mk-63 26/28 231-SF								
Mk-5, 6	Mk-63 26/28 233-SF								
Mk-7, 8, 9	Mk-63 29/30 247-S	3300 to 3324	176	6350	12000	5550	1750	1600	3750
F-1	F-63 27½/32 273-S	3600 to 3652	200	6700	12000	5800	1900	1700	3950
F-3	F-63 29½/32 297-S	3653 to 3667	200	7600	12000	6600	2100	1900	4500
F-4, 5	F-63 29½/32 306/B-61-SF	3668 to 3763	200	8000	12000	7000	2350	1900	4750
F-5	F-63 29½/32 306/B-62-SF	3764 to 3768							
Mt-1,3,4,5	Mt-73 28/30 246/B-60-SF	4300 to 4376	210	6600	12000	5750	1800	1550	4000
SP-1	SP-63 $\frac{25}{28\text{-}32}$ 316/B-60-SF	5000 to 5048	225	8000	....	7900	2600	2100	5300
SP-2, 3	SP-63 $\frac{25}{28\text{-}32}$ 317/B-61-SF								

Allowance for Empty and Underloaded Cars—M's	Less than 40 M's	6	6	6	3	3	3
	40 M's to 50 M's	3	3	3	0	0	0
	More than 50 M's	0	0	0	0	0	0

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.
Example:—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers:

$$\text{C-57}\frac{22}{30}\text{187}$$

CLASS “C”—Consolidation
“T”—Ten-wheelers
“M”—Moguls
“TW”—Twelve-wheelers
“Mk”—Mikado
“P”—Pacific Type
“A”—Atlantic Type
“Mt”—Mountain Type
“S.P.”—Southern Pacific Type
“F”—2-10-2 Type

COMPANY HOSPITALS

GENERAL HOSPITAL.......San Francisco

EMERGENCY HOSPITAL...Third and Townsend Streets, San Francisco

EMERGENCY HOSPITAL.......Bayshore

Stretchers for emergency use are located at the following stations:—San Francisco (Freight House), Bay shore (Yard Office), South San Francisco, Colma, Redwood Junction, San Jose (Passenger Station), Santa Cruz, Tres Pinos, Watsonville Jct. (Yard Office), Salinas, Castroville, San Ardo, Santa Margarita, San Luis Obispo (Baggage room), Guadalupe, Casmalia and Surf.

TRAINMASTERS

L. P. HOPKINS....San Francisco
J. M. CARDWELL, Watsonville Jct.
J. W. CORBETT, San Luis Obispo

TERMINAL TRAINMASTERS

J. G. SELDEN .....San Francisco
W. P. OLSON......San Francisco
W. A. DRAKE ..Watsonville Jct.
B. J. SMITH ..Watsonville Jct.
W. W. ADAMS...San Luis Obispo

ROAD FOREMAN OF ENGINES

J. Q. DAVIS.........San Francisco

CHIEF TRAIN DISPATCHER

I. J. ONYON.........San Francisco

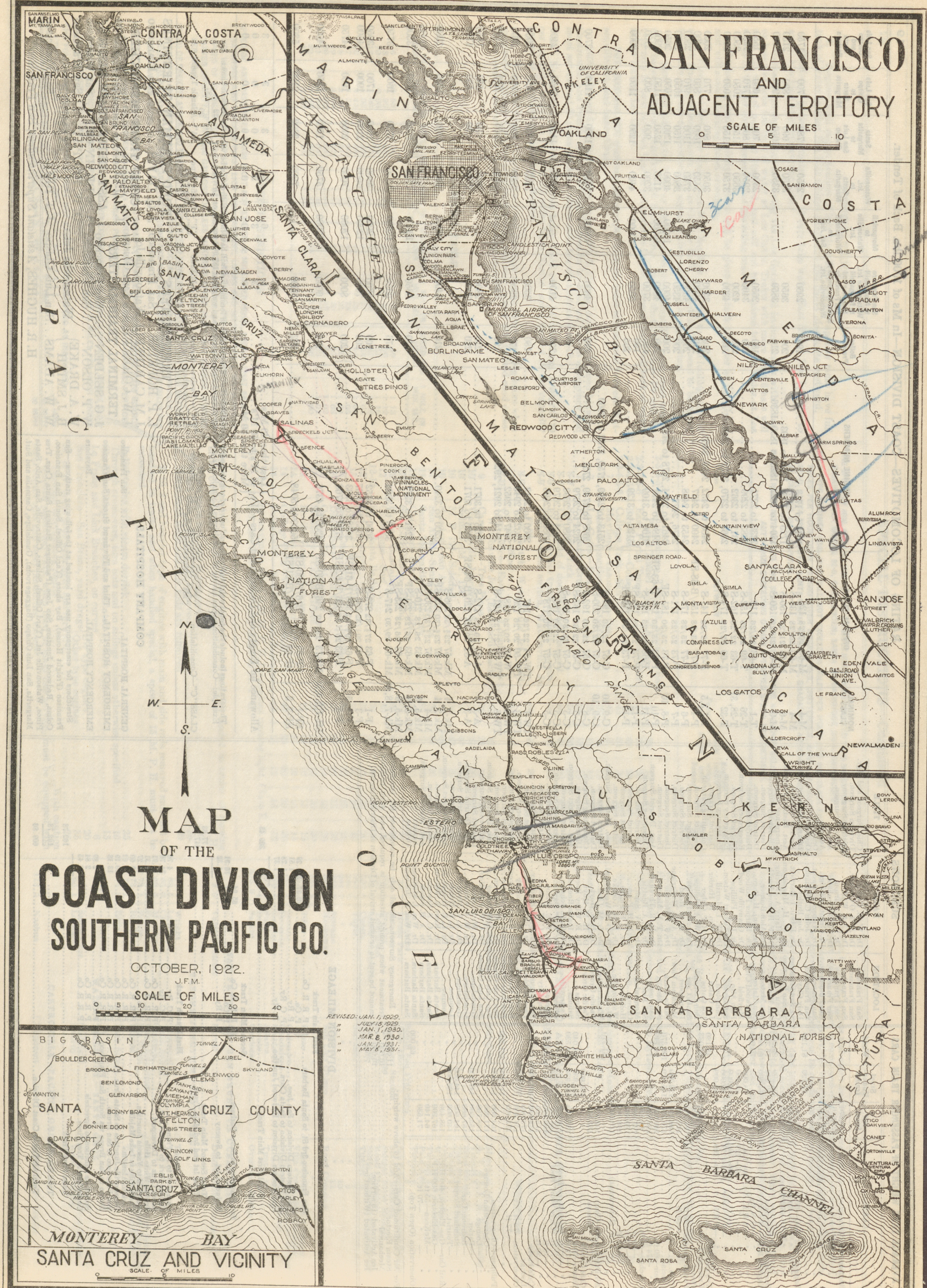
ASST. CHIEF TRAIN DISPR'S

A. S. BRAINARD....San Francisco
D. W. BROPHY .....San Francisco

EXAMINER

J. T. BELL..........San Francisco

H. R. HUGHES, *Assistant Superintendent*, San Francisco


SAN FRANCISCO
AND
ADJACENT TERRITORY
SCALE OF MILES
0
5
10
3 cars
1 Car
Livermore
MARIN
CONTRA
COSTA
ALAMEDA
SAN FRANCISCO
SAN FRANCISCO BAY
SAN MATEO
SANTA CLARA
SANTA CRUZ
SAN BENITO
MONTEREY
MONTEREY BAY
MONTEREY NATIONAL FOREST
PACIFIC OCEAN
FRESNO
KINGS
KERN
SAN LUIS OBISPO
SANTA BARBARA
SANTA BARBARA NATIONAL FOREST
VENTURA
SANTA BARBARA CHANNEL
OAKLAND
BERKELEY
SAN JOSE
LOS GATOS
PALO ALTO
REDWOOD CITY
BURLINGAME
SALINAS
HOLLISTER
TRES PINOS
WATSONVILLE JCT.
SANTA CRUZ
KING CITY
SAN MIGUEL
PASO ROBLES
TEMPLETON
SAN LUIS OBISPO
SANTA MARIA
GUADALUPE
SURF
LOMPOC
POINT ARGUELLO
POINT CONCEPTION
GAVIOTA
SANTA BARBARA
CARPINTERIA
VENTURA
OXNARD
POINT SUR
CAPE SAN MARTIN
PIEDRAS BLANCAS
POINT ESTERO
ESTERO BAY
POINT BUCHON
SAN MIGUEL
SANTA ROSA
SANTA CRUZ
ANACAPA
N.
W.
E.
S.
SCALE OF MILES
0
5
10
20
30
40
BIG BASIN
BOULDER CREEK
BEN LOMOND
FELTON
DAVENPORT
SANTA CRUZ COUNTY
MONTEREY BAY
APTOS
SANTA CRUZ AND VICINITY
SCALE OF MILES

MAP
OF THE
COAST DIVISION
SOUTHERN PACIFIC CO.

OCTOBER, 1922.
J.F.M.

REVISED: JAN. 1, 1929.
" JULY 15, 1929.
" JAN. 1, 1930.
" MAR. 8, 1930.
" JAN. 1, 1931.
" MAY 8, 1931.